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– THE WORLD'S NEWS IN PICTURES

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IN A LIFETIME of roving adventure, Edward Preble saw many a strange sight on land and sea. The strangest arose before his astonished eyes when as a midshipman he paced the deck of the privateer *Protector* one bright day in 1779. *"Sea serpent off the larboard bow!"* cried the lookout. Preble cast off in the ship's dinghy and rowed headlong towards the basking monster. Suddenly it plunged and was not seen again. In later years the old seadog would often tell the tale. "Head ten foot high . . . neck thick as a barrel . . . saw it with my own eyes . . ."

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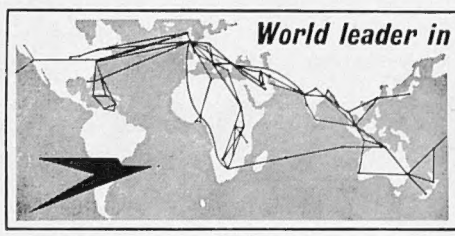

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Volume CCXXX No. 2989

The SPHERE, London, July 13, 1957

The SPHERE

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WIMBLEDON CHAMPION FOR THE SECOND YEAR IN SUCCESSION—LEW HOAD RECEIVES HIS TROPHY FROM PRINCE PHILIP ON THE CENTRE COURT: On left is Dr. J. C. Gregory, Chairman of the All-England Club, and, second from right, the Duke of Devonshire, President of the Lawn Tennis Association. Hoad had disposed of his opponent, A. J. Cooper, also of Australia, by 6—2, 6—1, 6—2. In the Women's singles Miss Althea Gibson was also an easy winner.

Hoad's victory over Cooper, who is the present holder of the Australian title, took him no more than fifty-seven minutes. It was the swiftest final since 1932, when the American, H. E. Vines, put out H. W. Austin, of Britain, in forty-eight minutes. (The Perry-Von Cramm match of 1936 hardly counts for the record, as the latter was injured.) Hoad, the first since the war to win the crown in successive years, was in such superlative form that Cooper never stood a chance. Miss Althea Gibson also had a comfortable victory in the final of the women's singles, beating her fellow-American, Miss D. Hard, by 6—3, 6—2. It was not so memorable a match as the Hoad-Cooper contest, but Miss Gibson is the first coloured player ever to win a Wimbledon title, and she received her trophy from the Queen, paying her first visit as Sovereign to the championships. The great surprise was the victory in the Doubles final of the veteran but unseeded partnership of G. Mulloy and B. Patty of America over the Australian pair, Hoad and Fraser. (Further pictures of Wimbledon and other sports on pages 42-43.)

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A London Newslette

195-198, STRAND, W.C.2

By-elections and Their Warnings.—Creevey once suggested to Melbourne, offering proofs, that his government was disintegrating under his eyes and Melbourne, after a pause for consideration of something new to him, replied calmly " God, perhaps it is so," and as calmly returned to his port. The present Government keeps a more anxious watch on its popularity and no doubt assesses the trends of by-elections. But these are not always very clear pointers and I very much doubt if the Conservative watchers yet have a very clear comprehension of the reasons why some of their supporters are dissatisfied. I feel no doubt that the chief reason is the Government's apparent inability to reduce the cost of living, which, in the case of the nationalised industries' continual increases in costs, appears to amount to apathy if not to complacency. If its hands are tied, the nation wants to know why it must accept in silence as inevitable one more monster rise in coal prices which implies a further wave of inflation and pay claims, and immediately increased costs for the services supplied by the rest of the nationalised industries. Mr. Macmillan's Government promised us more efficient administration, real economies and a leadership which meant something for our good in economic no less than political matters. The middle classes confidently expected some reprieve from extinction in the last Budget and they were totally disappointed. We can discount the Rent Bill, but the middle classes are electorally not to be disregarded. Their domestic shoes pinch them harder and harder and they want to hear from Mr. Macmillan more than counsels of patience. They may not expect better things from the Socialists, but so long as they see themselves continually treated as the economic whipping-boy, they are damned if they will turn out to support a Conservative Government, too busy or too blind to explain to them the reason why they must continue in the role of whipping-boy.

" Credo Quia Impossibile."—It is our habit to blame the Government in power for their neglect of the reforms which we as individuals regard as most necessary for our personal well-being or easement. We write very petulant letters about these failures and in them we threaten the party in power with the loss of our votes, and in train and bus we say heady, intemperate things, such as " no Conservative candidate will ever again receive a vote from me, since the Government has decided to allow the middle classes to perish." But petulant as we are, seasoned, as we should be, to shocks and surprises over decisions or apathy of which governments are capable, we always find a fresh batch of outrages which we are confident that no government " even this government," *could* commit. For instance, that this summer, just after extracting a year's standstill to wage claims from certain vital industries, it should propose a generous increase in salary and allowances for M.P.s. Or that it should give permission for the erection in Park Lane of a gigantic factory chimney purporting to be a multiple-storey hotel. Such an application is certainly now before the L.C.C. and presumably if the L.C.C. gave it favourable consideration, the last word would still be with the Government. These things, we s are *not* possible. No government would dare. . . . B bless your heart, turn back the pages of the history of last decade and count the unthinkable outrages wh have come about and are already accepted, mellowed harmonised in the landscape of your mind and of y country. *Credo quia impossibile? Nothing* is impossi

The Lethal Cigarette.—The Medical search Council's findings on smoking as a prime factor the alarming increase in lung cancer are frank and confide The Government has accepted them and already war the general public of the risks they run if they pursue habit. This is quite a bombshell in its way, even in era of constant bombshells and revolutions. For deca the national revenue has largely depended on profits fr our frailties—drink and tobacco. The harvest to Exchequer from these sources has come to be regarded a rock in a shifting sand. There is nothing new in national habit of spending a vast proportion of national income on drink, tobacco and preparation war. In 1906 it was the first thing that struck the Americ Collier, when he was preparing notes for his *England the English*. We spent 750,000,000 dollars on dr 157,000,000 dollars on the Navy and 75,000,000 do on paupers. But it was a post-war discovery that taxing our vices cruelly, we could be sure of a hop beginning to our annual attempt to balance a bud We mustn't say that the Government's solemn war on the dangers of tobacco smoking is altruistic. E government on being chosen accepts the trust it is where it is by the will of the people for people's health. But we live in a material age. Mo is the tyrant and dictator and it is hard to think of an excellent substitute for the revenue from tobacco, if the warning is listened to, if the great tobacco combines fall on evil days and there are no more multi-million fortunes to be grabbed by the State when the wills of the Wills and others are proved. The Government may feel that it has done its duty and may pin its hopes on its warning being disregarded as in the past it has always been disregarded. *Vide* Calverley's *Ode to Tobacco* (1902). But the tobacco industry is a big one and it will be a major upheaval and a difficult resettlement if the cigarette goes out of fashion; and Chancellors will look blue indeed once they know that all hope of their gains from that source is gone. But I doubt if they need worry.

TONGAN VISITOR

PRINCE TUNGI OF TONGA: is seen on arrival at Eus Station by the Canad Pacific boat train from liner *Empress of Scotl* The Prince, who is Ton Prime Minister, is in Lon for several weeks to about selling Tonga's co Prince Tungi is the son Queen Salote, who was of the most popular of distinguished visitors the time of the Coronat

The Babel of Voices.—The West has offe to halt H-bomb tests for a period on terms. It is front-p news. Most people who would welcome a return little sanity to civilisation regret the many voices, expressing its own point of view, which for ever con and confound any solid approach to disarmament, if it be no more than smoothing a rough track to a examination. Just in the same way, people who dep subtopiarisation, deplore the uncontrolled efforts of authorities and societies all concerned with preservin developing what remains of our national heritage of bea Of all problems, disarmament is the one that most restraint in utterance, a calm approach and an opportu for cool judgment. And on no other subject of wo interest are there so many divergent views, deep-sea anxieties and voices determined to be heard. It is sh suicide to disarm; it is sheer suicide to continue the arc race. Thus the U.N. and NATO are at once one indivisible and . . . poles apart. And while Lanc House was in session, praying above all for a calm appro out slipped General Norstad's secret evidence on strength of NATO. It was now strong enough to des everything military in Russia." It is Norstad's brie convince Russia that World War III would spell sui to Russia. It is very much his job to try to prove to world that NATO is a real and a solid defence ag aggression. But NATO wants war no more than yo I, no more indeed than do those statesmen who exp H-bombs to ensure that they are never used. But s no one outside Bedlam wants to see them used, there solid desire to disarm by every means and in every sp as soon as may be, and it seems futile to me that no e is made to co-ordinate and discipline these rival inter

HAMPSTEAD GARDEN SUBURB WELCOMES PRINCESS MARGARET

A ROYAL VISITOR FOR THE GOLDEN JUBILEE CELEBRATIONS: With St. Jude's Church towering in the background, Princess Margaret walks past crowds of residents during her visit to Hampstead Garden Suburb, in London, for the celebrations in connection with the suburb's fiftieth anniversary. On arrival Her Royal Highness had been welcomed by Sir John Braithwaite, Chairman of the Stock Exchange. He has lived in Hampstead Garden Suburb for forty-nine years. As well as making a tour of the garden suburb, the Princess unveiled a plaque commemorating the occasion on the wall of the Institute in Central Square, and cut the first sod on the site for the new Fellowship House. After tea in a marquee on the square, the Princess visited St. Jude's Church and saw the murals by Walter P. Starmer, which cover the walls and roof. Hampstead Garden Suburb was founded by Mrs. Henrietta Octavia Barnett. She formed a company in 1906, when 240 acres were acquired from the Trustees of Eton College. The first building was completed in the following year.

THE OPEN GOLF CHAMPIONSHIP AT ST. ANDREWS

GOLFING ON THE OLD COURSE: From behind a rope barrier, a group of spectators watch one of the qualifying rounds of the Open Golf Championship on the Old Course at St. Andrews, in Scotland. Mr. Michael Ferguson, of Austria, is playing from a bunker near the 17th hole during his round with Mr. John Panton. In the distance can be seen the 1st and 18th fairways, and in the left background is the Royal and Ancient Golf Club House. The championship was won by the South African player, A. D. Locke.

nd voices, so that the first steps may be taken in as avourable and calm an atmosphere as possible. Silence, o doubt, is not always golden, but there are many ways f letting people know what you want them to know esides bawling defiance or insults from the minarets.

St. James's Theatre.—I agree with *The Times* hat even to-day there is something "strange" in our ociety when buildings are destroyed not because they ave outlived their usefulness but because someone thinks e can make more money on the same site. And if such building happens to be a theatre which is home to lovers f good plays, the strangeness resolves itself into an ugly ruth. We are money-grubbers and the arts are of very inor importance. We take the cash and let the credit go. was just too young to see Hare act in his association vith Kendal at the St. James's Theatre. It was, I think, t the Garrick that I first saw him in *A Pair of Spectacles* s Benjamin Goldsmith and saw him for the last time in *Diplomacy*, though he went on playing for years. But many a drawing-room comedy I saw at the St. James's when Alexander was at his peak and du Maurier rising. There were produced *Mrs. Tanqueray*, *The Importance of Being Earnest* and *The Prisoner of Zenda*. The St. James's started life in 1835 under the management of Braham, hat sweet singer, father of Frances, Lady Waldegrave, nd he lost a lot of money over his acting ventures, as lid Dickens with his plays. Irving and Mathews both cted on its stage and Pinero began his successes there. The St. James's always stood for a social culture which is one but is not altogether forgotten. Old stagers believe hat a revival could do no harm to our society. The actors were more than gentlemanlike. They were fine actors s well as fine gentlemen. But there is more money o be made in other ways and it no longer pays to be entlemanlike.

"At the Three Crowns."—A charming rochure, a reprint from *The Connoisseur*, comes to me rom Messrs. Coutts. It tells the history of that famous ank from its institution in the Strand in 1692 by John Campbell, Goldsmith, "at the Sign of the Three Crowns." The business was kept in the family and came by marriage nto the control of James Coutts in 1760. James brought n his younger brother, Thomas, and after a few more ears, Thomas was in sole charge and steadily built up he bank to a reputation it has never lost. The bank's rchives tell us a lot about Coutts himself and the trust reposed in him by the Royal Family and by the aristocracy. He was a repository of secrets, he could be generous and strict. He wrote off Charles James Fox's debts and arranged for the paying off of some of Emma Hamilton's debts at the instance of "Old Q." His second wife was the actress Harriot Mellon, afterwards Duchess of St. Albans, and he left her a large interest in the bank. This major interest she left to Angela Burdett, the youngest child of Coutts' youngest daughter by his first marriage, who had married Sir Francis Burdett. Coutts' elder daughters were Lady Guilford and Lady Bute. Angela became a social phenomenon, second only in importance to Queen Victoria, who created her Baroness Burdett-Coutts. Only the other day I unearthed a curious and, to me, unknown, footnote about the marriage of Angela's mother. In 1793, the 8th Lord Montagu (of Cowdray, Midhurst), travelling abroad with a youthful companion, made a mad attempt to shoot the falls of Schaffhausen and both were drowned. His companion was a younger brother of Francis Burdett and, according to an old local guide-book, Lord Montagu was, at the time of his death, engaged to be married to Angela's mother, Sophia Coutts. Perhaps it was this tragedy at Schaffhausen which resulted in her marriage with the brother of one of the victims and brought to the Burdetts instead of to the Browns of Cowdray a share of old Coutts' great wealth.

A Visit to the Sea.—It seems only a very few years ago that we found the ideal, lonely spot on the South Coast where one could bathe and paddle in solitude. Two or three years later privacy was *out*, but the wide sands still allowed freedom of movement. To-day that spot, with its organised car-parks and restaurants, as indeed every other acre of beach from Southend to Torquay, is a proof of the total inability of our roads and coastline to accommodate a population twice too big for our space when all desire the same recreation on a summer day. Warned by experience we had breakfasted early and had finished our bathes before ten o'clock in the morning and then, taking the road home, we had visible proof of this fearful traffic problem on a fine summer week-end. We alone were taking the road from the sea. A double line of traffic, bumper to bumper, jolted and halted seawards and stretched for seven miles back to a bottlenecked town and then four more miles beyond until we turned off to a by-road on the scene of a collision. It was obvious that at that rate of progress the laggards would not reach the sea until late afternoon. Many must have started a journey of thirty miles by 9 a.m. Some would no doubt have decided to give it up, but to get out of the queue would have been a problem. It made my heart bleed to be witness of so much discomfort, frustration and disappointment so instantly clamping down on a day of innocent pleasure long looked forward to. And if our roads were modern autobahnen, the frustration would not be much lessened. There isn't room within a mile of the coastline to park the cars which, swift or slow, bring the bathers. There isn't room in the sea. And some of these "little lonely beaches" to-day are taking, in half-crowns, as much as £500 a day in parking fees alone.

THE OLD STAGER

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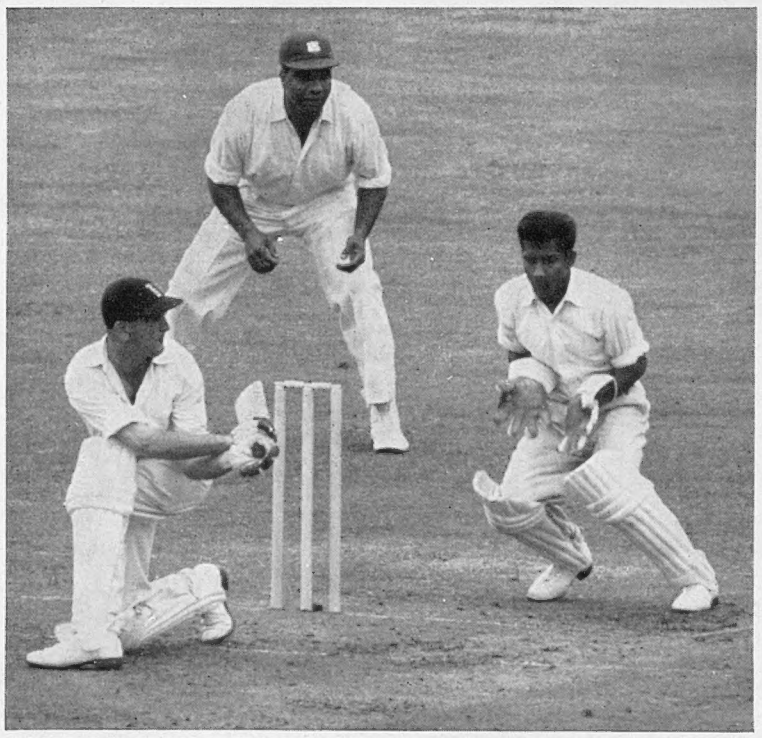
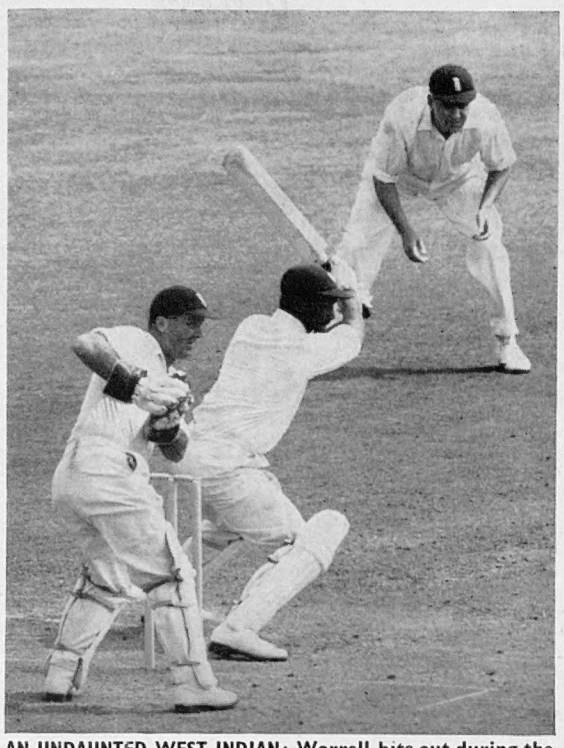
CHARTWELL'S GROUNDS ARE OPEN TO THE PUBLIC

THE KENTISH HOME OF SIR WINSTON AND LADY CHURCHILL: The grounds of Chartwell, at Westerham, are to be open to the public from 10.30 a.m. to 7.30 p.m. on Wednesday, July 17. There are 82 acres of garden, woodland and fields at Chartwell, and they slope gently down to the lakes which are fed by springs rising in the surrounding hills. The proceeds from the 2s. admission fee on July 17, are to be given to the funds of the parish churches of Westerham and Crockham Hill. Refreshments will be served in the grounds. For the benefit of visitors who intend travelling to Chartwell by public transport, an auxiliary bus service will run between Westerham and Chartwell Corner (a distance of two miles).



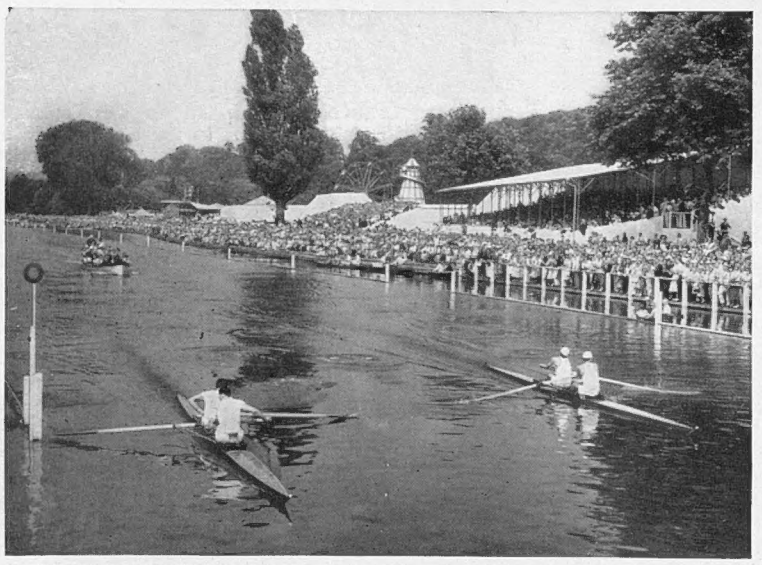
A DOUBLE CENTURY FOR ENGLAND AT TRENT BRIDGE: T. W. Graveney is in action during the third England-West Indies Test Match at Nottingham. In the first two days he scored 258 out of his side's total of 619 for 6 declared.



AN UNDAUNTED WEST INDIAN: Worrell hits out during the West Indies first innings. Also in the picture are Evans, the England wicket-keeper, and Cowdrey. Worrell opened for his side and at the end of Saturday's play he was undefeated with 145 to his credit out of a total of 295 for 3. On Monday he continued to be the mainstay of the West Indies, carrying his bat for a magnificent 191 in the total of 372. Trueman caused the collapse with 5 for 63. West Indies followed on and fought gamely to avoid an innings defeat. Besides Graveney's double century for England, P. E. Richardson scored 126, May 104 and Cowdrey 55.

PEAK OF THE SPORTING SEASON

Outstanding Events in the first Week of July in Britain



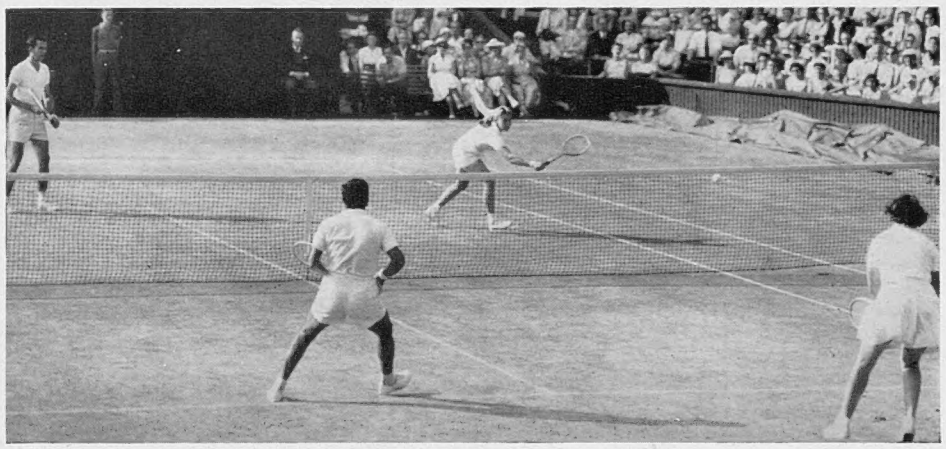
A BRITISH TRIUMPH AT HENLEY: D. A. T. Leadley (bow) and C. G. V. Davidge, the Leander pair (left), easy at the finish of their final in the Goblets with J. Kloimstein and A. Sageder, of Austria. The British pair had just managed to scramble home by one-third of a length, with, as can be seen, their blades perilously near the booms. On the previous day they had brilliantly defeated the Russian pair. Britain had one other victory in the "open" events this year, National Provincial Bank R.C. winning the Wyfolds. America and Russia also both won two finals and Australia one.

BOBBY LOCKE WINS HIS FOURTH BRITISH OPEN GOLF CHAMPIONSHIP AT ST. ANDREWS: The brilliant South African acknowledges the cheers of the crowd after his final round of 70. His remarkable total of 279 was three strokes ahead of P. W. Thomson, of Australia, holder for the past three years. Thirty-nine-year-old A. D. Locke played some of the finest golf of his career. Last season he appeared to have passed his best. The weather this year has suited him, but there is now no doubt he is still one of the most formidable golfers of the day. A view of St. Andrews, during the championship, appears on page 41.

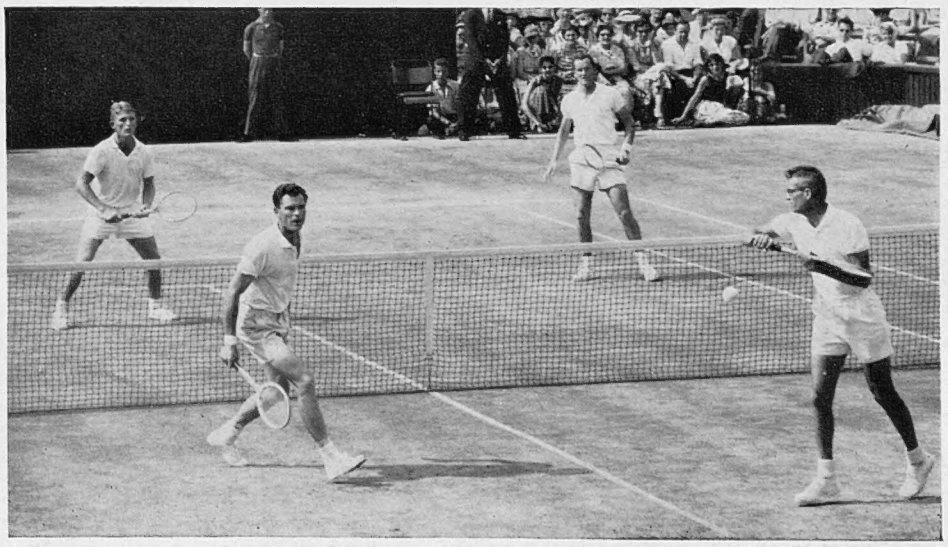
THE ALL-AMERICAN FINAL OF THE GRAND : The familiar Henley scene is pictured from the air as Cornell University com half a length ahead of Yale University. In the semi-final Cornell had beaten a Russian crew in record time. Another race was the Diamonds Final, when Mackenzie of Australia beat Ivanov of Russia, victor over him in the Olympic S

OFF THE ISLE OF WIGHT, DURING THE "ROUND THE ISLAND" RACE IN WHICH 137 YACHTS TOOK PART: The Island Sailing Club's twenty-first Round-the-Isle of Wight race was sailed last Saturday. The main event, the Gold Roman Challenge Cup, was won by Mr. S. B. Slater's 11-ton cutter, *Uomie*. The smallest boats in the race started at 7.20 a.m., and, ten minutes later, the thirteen large yachts crossed the line. Finally over a hundred craft, competing for the Gold Roman Challenge Cup, set off to westward. The race was comparatively slow and by eight o'clock in the evening only a dozen or so yachts had completed the course. The last to be timed in, the 6-ton sloop *Aweigh*, returned shortly after 8 a.m. on the following morning, having sailed for more than twenty-four hours. The Crankshaw Trophy for vessels above 36 ft. rating was won by Mr. R. St. A. Malleson's *Bacchante*. An article by Gabor Denes on the subject of Yacht Racing and Cruising to-day appears on pages 60-61 of this issue.

WINNERS OF THE WOMEN'S DOUBLES AT WIMBLEDON: Miss Althea Gibson (left) and Miss Darlene Hard, the American pair, both race for the ball during their finals match with Mrs. K. Hawton and Mrs. T. Long, of Australia. The Americans were easy victors by 6—2, 6—1. Two hours before the Doubles, Miss Gibson and Miss Hard had faced each other on the Centre Court in the final of the Women's Singles. From this Miss Gibson emerged the winner by 6—3, 6—2, her opponent being no match for her. Miss Gibson, who comes from Harlem, New York, is the first coloured player to win a Wimbledon title. It seemed that neither she nor Miss Hard could have enough of the championships this year, for they were out again soon on opposite sides of the net for the finals of the Mixed Doubles. Here Miss Hard shared the victory with Mervyn Rose.



ON THE ROAD TO VICTORY IN THE MIXED DOUBLES: M. Rose (Australia) and Miss Hard (America), on the far side of the net, in the course of defeating L. Ayala (Chile) and Mrs. Long (Australia) in their semi-final. They beat N. A. Fraser (Australia) and Miss Gibson (America) in the final.



VETERANS TRIUMPH IN THE DOUBLES: On near side of net Budge Patty watches his fellow-American Gardner Mulloy play back to Lew Hoad (far left) and N. A. Fraser, of Australia. The veteran American pair surprisingly won this hard-fought final by 8—10, 6—4, 6—4, 6—4.

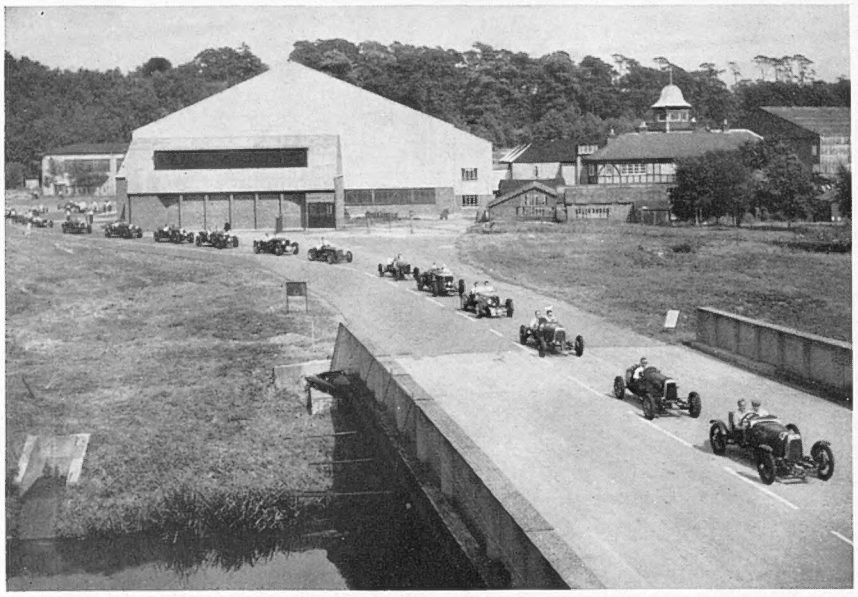
THE NEWS IN PICTURES

On right—

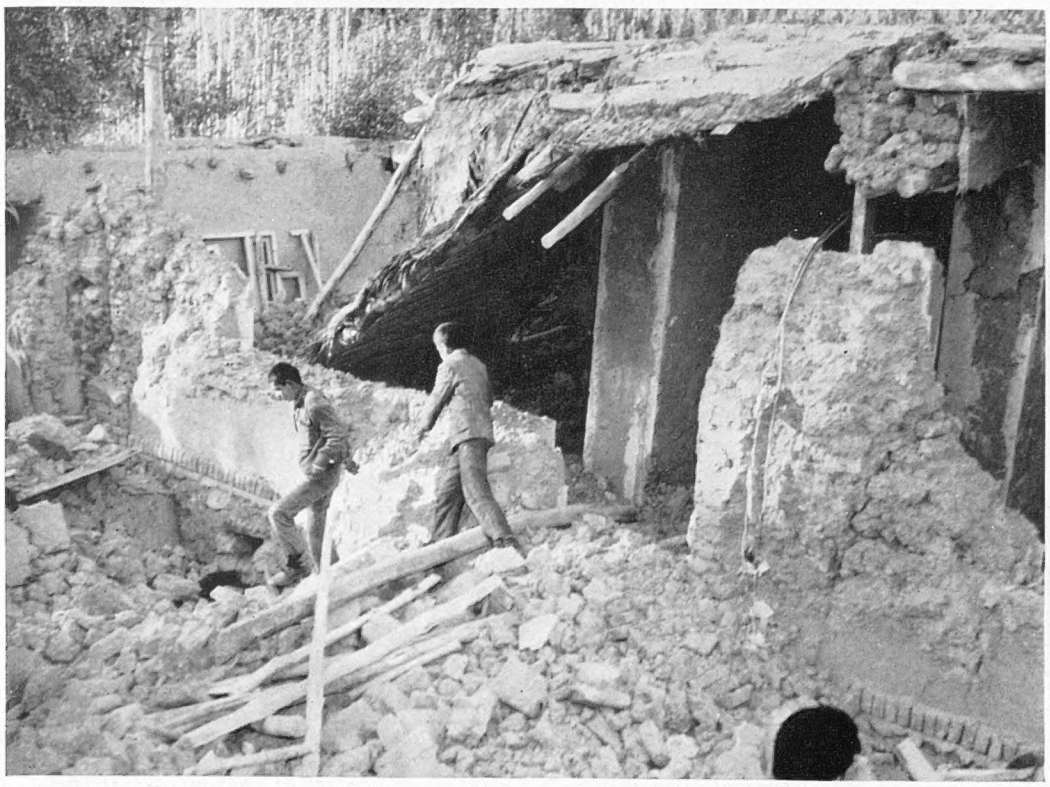
MR. KHRUSCHEV CONSOLIDATES HIS POWER: The Secretary-General of the Soviet Communist Party gesticulates as he talks with a worker in an electrical plant in Leningrad. Mr. Khruschev had just been making his first public speech since the announcement of sweeping changes in the Soviet hierarchy and Government. He was especially severe on Malenkov. He also attacked Molotov, and Kaganovitch, one of the "Old Guard" of the Bolshevik Revolution. All three last week were not only deprived of their offices but dismissed from the party, as were some other leaders. On Monday, Mr. Khruschev and Marshal Bulganin left for Prague. It was believed they would enforce their new orthodoxy on the Satellite States. But it will probably be some weeks before the effects of the new "purge" become apparent.

Below—

BROOKLANDS JUBILEE: Some of the early cars which have taken part in racing events on the historic Brooklands track, form up in a long line prior to parading round the circuit. The assembly was part of a ceremony held to mark the Golden Jubilee of the track, the first meeting having been held there on July 6, 1907. During the day a 31-ft.-long stone memorial commemorating the history of Brooklands was unveiled by Lord Brabazon of Tara near the famous "Railway Straight" section of the old racing circuit. Brooklands, closed at the outbreak of World War II, is now occupied by Vickers-Armstrong's Aircraft Company.



A.A. MEN IN MOSCOW: Two of the staff of the Automobile Association, Superintendent A. Humpherson (on right) and Mr. R. Hayes, the A.A. road-service manager, shake hands after their arrival at a roadside notice reading Moscow. They had driven to Moscow in one of the familiar yellow road-service Land-Rovers (extreme left) to inaugurate motor tourist traffic between the British Isles and Moscow. Mr. Humpherson and Mr. Hayes were greeted at the city boundary by the British Embassy officials.



EARTHQUAKE DESTRUCTION IN TEHERAN: Two Persian youths climb among the debris of shattered homes at the village of Assak, near Larijan, north-east of Teheran, Persia, where extensive and violent earthquakes caused the deaths of over 200 people. Many more people were reported missing. It was one of the most disastrous earthquakes in the history of Persia. Most of the small villages situated at the foot of the large volcano of Demavend were completely destroyed as a result of one tremor which lasted for well over two minutes. Other severe damage was caused in many places near the Persian capital.

MARRIAGE OF THE FRENCH PRETENDER'S SON: Prince Henri Comte De Clermont, twenty-four-year-old heir to the Pretender to the French Throne, sits with his bride, formerly Duchess Marie Thérèse of Württemberg, at the reception which followed their wedding at the Royal Chapel at Dreux. A large crowd of Royalists gathered outside the chapel and shouted "Vive le Roi" as the Prince arrived for the ceremony. The gown worn by the bride was made out of 70 yards of specially woven satin embroidered in silver thread, the gift of the Lyons weavers.

THE NEWS IN PICTURES

AIRLIFT AGAINST MALAYAN TERRORISTS: A helicopter comes in to land near a gun of an Australian battery deep in the jungle near Sungei Siput. Australian and British units were lifted by helicopter for this anti-terrorist operation.

THE START OF A JUNGLE OPERATION: Infantrymen, carrying their equipment, embark in a helicopter to take off into the Malayan jungle and seek out and destroy a band of marauding terrorists. In the background another helicopter has just taken off with a similar load. In this picture can also be seen something of the nature of the country through which troops would have to work their way for days or weeks, if it was not possible to drop them in the operational area

DEFENDING A CHINESE NATIONALIST OUTPOST: Natural caves provide excellent protection for the headquarters of a battalion of General Chiang Kai-shek's Chinese Nationalist forces on the island of Quemoy. This is one of the islands off the Chinese coast which is held by the Nationalists. It is only separated from Red China by a narrow strait. Recently there have been some reports of an increase in the artillery attacks on Quemoy from the mainland. The Nationalists are therefore strengthening their defences and increasing their vigilance in case there should be an attempt at invasion. Most observers consider this unlikely in view of Mao Tse-tung's recent utterances and strong position in world politics.

On left—

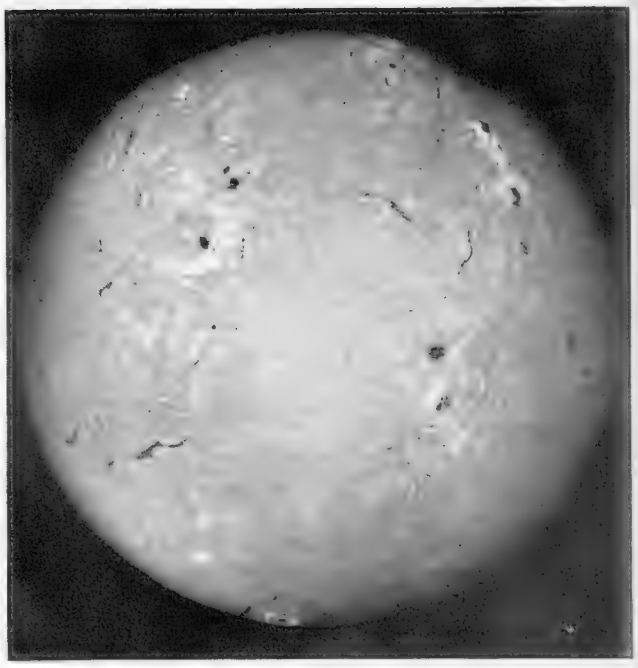
WATCHING THE COAST OF COMMUNIST CHINA: From his fortified post on Quemoy the Chinese Nationalist soldier looks across the straits to the mainland, in front of which, to the left, is another island, Tateng. This is held by the forces of Mao Tse-tung's People's Republic of China.

A GIRL SOLDIER OF ISRAEL GUARDS HER HOME: She is on watch during the night at a sandbagged strongpoint near Galilee, on the Israeli-Syrian border. There have been a number of frontier incidents reported recently from this region. As a result, on the Israeli side, the inhabitants of the Kibbutz (Communal Settlements) have formed patrols. Men, boys, women and girls have joined them and they are maintaining round-the-clock vigilance. Both on the northern frontier with Syria and on the western frontier with Egypt, in the Gaza Strip, the situation between Israel and her Arab neighbours remains very unsettled. Efforts to ease the tension have so far failed in spite of the United Nations Force near Gaza.

A DOG ON PATROL: The animal is held on a chain as it accompanies a young man and two women on the Israeli-Syrian border. The patrol is well armed, but experienced soldiers may wonder if white blouses and shorts are the best uniform for such night operations.

THE NEWS IN PICTURES

STORM DAMAGE IN CANADA: The wrecked goods train is at Mattawa, in Ontario, which was one of the affected areas during two days of rain and high winds. The engine and the trucks crashed as the water washed away the rail bed. One man was killed. The storm left parts of the Province of Ontario under water. As well as causing dislocations to the railways, there was damage to roads, bridges and telegraph-poles. In some parts of the province cottages were struck by falling trees and wooden buildings were floated away when the water rose to record heights.



EXPLOSION ON THE SUN: The photograph, taken through a hydrogen filter at the Swedish-operated observatory established near Anacapri, on the Isle of Capri, off Naples, shows the results following a violent explosion on the sun. It has been described as "one of the biggest solar flares ever recorded," and scientists have forecast widespread interference in long-distance radio communications. The observatory on the Isle of Capri was established early this year as part of Sweden's contribution to the International Geophysical Year.

On right—

THE BEST RECRUIT: Fusilier Michael Ward receives from Major-General C. L. Firbank, Director of Infantry, the plaque awarded to the best recruit at the passing-out parade at the Depot of the Royal Fusiliers, at the Tower of London. Major-General Firbank also presented medals to the two best shots and took the salute at the march-past of the recruits. The Commanding Officer of the Regimental Depot is Major G. F. H. Archer.

MARCH-PAST AT THE TOWER OF LONDON: Major-General Firbank takes the salute at the march-past during the passing-out parade of recruits. The band is that of the 1st Battalion, Royal Fusiliers. A passing-out parade of the Royal Fusiliers cadets at the Tower takes place about every ten weeks.

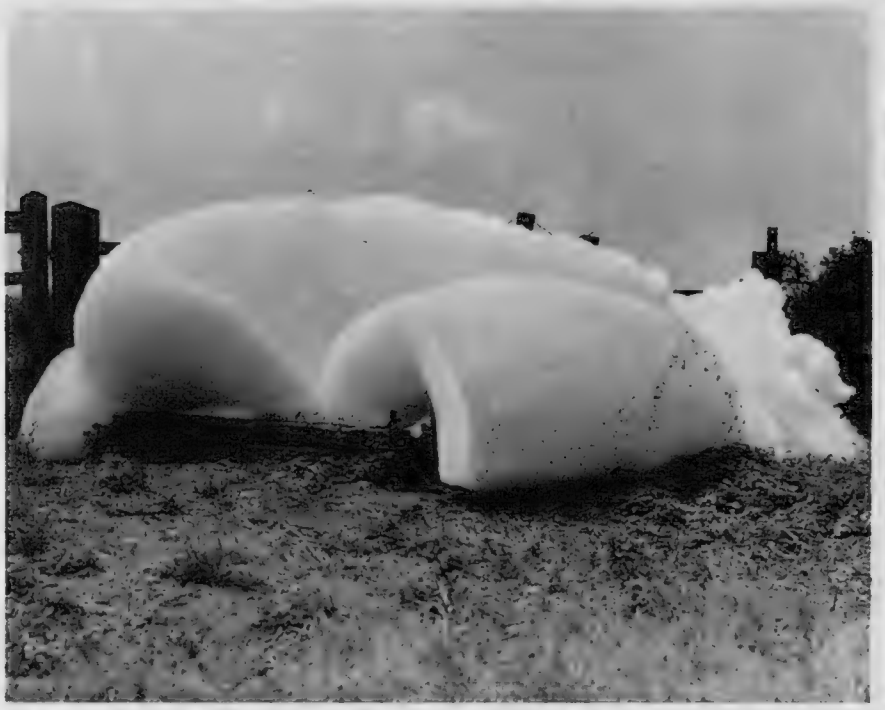
RESCUED FROM CALIFORNIA'S HIGH SIERRA: First Lieutenant David Steeves (left), of the U.S. Air Force, is seen with Ranger Gene Valez at a Ranger station in the King's Canyon National Park, after a fifty-four-day ordeal in what has been described as an "absolute wilderness." He parachuted from his crippled plane at the beginning of May and landed in the snowbound area of Helen Lake at an altitude of 11,000 ft. He sprained both ankles and had to spend the first two weeks in the snow and ice without food. Later he found a cabin. Eventually he met two campers.

RESCUED FROM THE TEXAS WILDERNESS: Mrs. Clifford S. White, of Houston, has a meal at Alpine, Texas, after being stranded alone in the blazing heat of the wild Texas Mountains for nearly a week. With her are Jack Lee (left) and Aaron Green of the Department of Agriculture Border Riders. Mrs. White was driving with her husband when their station wagon became lodged in the sand in the Big Bend National Park. Her husband died as they searched for help. Mrs. White later reached a canyon and found a small cave (which had a spring) where she took shelter. When she heard a low-flying search plane overhead Mrs. White waved to the pilot. After he had radioed a message, she was eventually met by rescuers on horseback three hours later. When she arrived at a camp at the foot of the mountains Mrs. White was treated by a doctor for starvation and exposure.

THE NEWS IN PICTURES

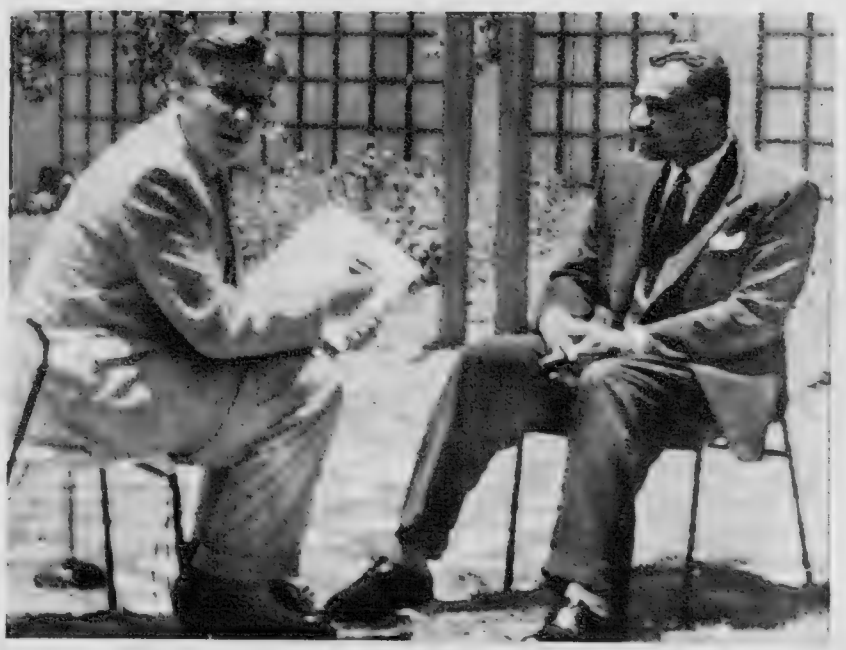
JAPANESE DEMONSTRATORS CLASH WITH AMERICAN MILITARY POLICE AT AN AIR BASE NEAR TOKYO: Local inhabitants (in the foreground) and United States Military Police face each other on the edge of the American air base at Tachikawa, outside the capital of Japan. The Japanese shouted "Yankees Go Home" and other anti-American slogans. It was another incident in the many which have occurred during the expansion of this airfield. But it is believed to be the first time that military police were directly involved. Four people were reported to have been injured in the clash which took place between the Japanese demonstrators and American police. The Tachikawa air base is being expanded to meet the needs of new American aircraft.

PROTEST AGAINST H-BOMBS: Jiro Kondo, a thirty-eight-year-old Japanese crusader against nuclear weapons, beds down in front of the Embassy of the Soviet Union in Tokyo. A Russian official is seen standing inside the gate with his back to the camera. Kondo's gesture was intended as a protest against Soviet military nuclear experiments. His printed streamer also calls on America and Britain to "stop treason against the human race" and urges that the H-bomb "be administered by the United Nations." The demonstrator is said to be a member of the World Federation for the Promotion of Friendship. Japan is the only country in the world to have had direct experience of the effect of nuclear bombs in war.



A PROBLEM FOR LOCAL AUTHORITIES IN THE ENGLISH COUNTRYSIDE: These two pictures show banks of foam which have accumulated on the River Nene at Great Doddington, in Northamptonshire. In the picture *on the left* the foam has formed itself into the shape of an igloo and spread over the river bank; *on the right* it has accumulated in a lock. These deposits of foam are said to result from detergents in domestic waste, and if allowed to accumulate can interfere with the correct working of locks and weirs. The accumulation of foam on rivers and canals is a matter of some concern to the local authorities, who have to arrange for its disposal.

A MEMORIAL TO "A GREAT ENGLISHMAN AND A CHAMPION OF FREE JOURNALISM": Lord Astor of Hever unveils a stone at Botley, in Hampshire, to the memory of William Cobbett. Mr. R. M. Lester, President of the Institute of Journalists, is on the right. Among the others present are descendants of the author of *Rural Rides*. The memorial has been erected by public subscription opened by the Hampshire members of the Institute of Journalists. The inscription on the stone records that Cobbett, who was born in 1763 and died in 1835, lived in Botley, near this spot, from about 1805 to 1817.



NASSER SPEAKS TO THE PEOPLE OF BRITAIN: The Egyptian President is interviewed by Robin Day for Independent Television News. He said that he was "sorry about the period of bad relations between Britain and Egypt" and thought that it was "the duty of each country" to return to normal relations. When he was asked whether it was still his policy to refuse Israeli shipping the right to go through the Suez Canal, Nasser replied that they could not "isolate the passing of Israeli shipping in the Suez Canal from the whole Palestine problem."

b

ACCENT ON SIZE

Britain's Big Tankers; Aircraft Carriers of two Navies; Russia's New Icebreaker; South Africa's Coastal Minesweeper

On left—

ANOTHER 32,000-DEADWEIGHT-TON TANKER IS LAUNCHED IN BRITAIN: The British *Trader* enters the water from the Clydebank yard of John Brown (Clydebank) Limited, after the naming ceremony performed by Mrs. Robert Gillespie, wife of the Managing Director of British Petroleum. The new 32,000-ton tanker, which has been built for the B.P. Tanker Co. Ltd., is one of fourteen of the same type ordered by the Company. She is 664¾ ft. long over-all, 85½ ft. wide, and will have a service speed of 15½ knots. Like her sister ships she will carry crude oil from the Middle East to refineries in Britain. In addition to other ships which have been ordered by the Company, B.P. have announced a building programme comprising twenty-six new tankers totalling about 1,150,000 d.w. tons. The programme includes seven ships of 65,000 d.w. tons and nine of 50,000 d.w. tons. They are to be built in British yards at a cost estimated at present as exceeding £80,000,000, and are to be delivered between 1960-1963.

Below—

A COASTAL MINESWEEPER FOR SOUTH AFRICA: The *Windhoek* leaves the slipway at the Southampton yard of John [illegible]croft and Co. Ltd., after being named by Mrs. H. S. Cilliers, wife of the Naval Adviser to South Africa's High Commissioner. The ship is 152 ft. long and has a beam of 28 ft. 9 ins. As her construction incorporates the use of aluminium both in the framing and structural castings, with the outer bottom being wood planked, the hull is largely of non-magnetic material. She carries three small guns. The term "coastal minesweepers" indicates that the ships are capable of operating in shallow coastal waters and distinguishes them from inshore minesweepers which operate in shallow estuarial waters. The hulls, being of similar design, are capable of rapid fabrication. The coastal minesweepers will be able to deal with mines operated both magnetically and acoustically.

RUSSIA IS BUILDING AN ATOMIC-POWERED ICE-BREAKER: The vessel, with a displacement of 16,000 tons, is under construction in Leningrad. She is Russia's first nuclear-powered ice-breaker and is due to be launched before the end of the sixth Five-Year Plan in 1960. The keel was laid down eighteen months ago. According to the plans, the 44,000-h.p. ice-breaker will be able to operate for one year without refuelling.

BRITISH AIRCRAFT-CARRIER VISITS GERMANY: The 13,190-ton H.M.S. *Ocean* arrives at Hamburg for an eight-day visit before taking part in a NATO minesweeping exercise in the North Sea. During the ship's stay in the port, the commander of the *Ocean* visited the Mayor of Hamburg, and the City Senate entertained the officers of the carrier to breakfast. Several sightseeing trips for the ship's company were also arranged. *Ocean* paid a visit to Hamburg in the summer of 1955.

HE FITTING-OUT OF ONE OF THE WORLD'S LARGEST AIRCRAFT-CARRIERS: The U.S.S. *Ranger*, the third of six massive aircraft-carriers for the U.S. Navy, is seen from the air at her fitting-out berth at the Naval Shipyard, Norfolk, Virginia. She has a displacement of 60,000 tons and, like her sister ships, will be capable of handling all the U.S. Navy's latest supersonic aircraft. *Ranger* was laid down in August 1954 and launched in September, last year. The other ship in the picture is a big tanker.

PARIS AT THE END OF THE SEASON

A Résumé of Events and Notes on Personalities in the Capital in July

By GEORGE SLOCOMBE

PARIS, July.

JULY is the last month of the Paris season before the rush to Deauville begins, if, indeed, it has not already begun, now that the Grand Prix has been raced at Longchamp. That extraordinary national phenomenon, the Tour de France, an ambulatory circus of cyclist champions from France, Italy and Belgium, attended by their publicity men, commercial backers and radio and newspaper reporters, has begun to cover the remotest French villages with dust and excitement. The National Assembly and the Council of the Republic are sitting out their last sessions with one eye on the clock and another on the thermometer, thinking hopefully of iced drinks and the approaching vacation. And the new Premier, M. Bourgès-Maunoury, head of the youngest Cabinet since the First Republic, has introduced his ministerial reign by inflicting on his fellow-countrymen the most expensive petrol in the world, at 8s. to the gallon.

M. Bourgès-Maunoury, who spent one of his first days as Premier in London to attend the Queen Mother's inauguration of the Special Services memorial, is one of the post-war Resistance politicians. Although a member of the Radical Party of Mendès-France, he refused to leave the ministry of Guy Mollet when Mendès-France ordered the Radicals out of the Government in protest against Mollet's Algerian policy. This was the "beginning of the end" of Mendès-France as an active leader in the National Assembly. The end—as far as one can see ahead in the dark jungle of French politics—has now come with the "irrevocable" retirement of Mendès from the leadership of the Radical Party.

The enormous Budget deficit which was Mollet's legacy to his successor in the Premiership, and the rising cost of the war in Algeria, made it inevitable for the new Premier to impose fresh and heavy taxes. The cost of living is already very high in France. Now it will climb rapidly higher, with the unescapable consequence of new and large-scale wage-claims. Yet despite everything, high taxes, dwindling exports, credit restrictions, high food and labour costs, the potential prosperity of the country is, none the less, evident. The consumer market is increasing its demand for luxury goods. Production in the heavy industries is rising. There are still untapped sources of wealth in the country, and the taxation is unequally borne. Meanwhile the two critical national problems—Algeria and the menace of inflation—are still unsolved.

A Spanish writer, Miguel de Salabert, has just revisited Paris and has conducted a fascinating inquiry into French knowledge of the sights of the capital familiar to every foreign tourist. Armed with a camera and a Baedeker, gesticulating wildly and speaking with a strong Spanish accent, Señor de Salabert went from one famous Paris landmark to another and politely asked passers-by for information about them. He received a strange assortment of answers. "The Invalides?" a local Frenchman queried. "It's a big tomb that Napoleon had built for himself. It's called the Invalides because he used crippled soldiers to build it." He then learned that the Obelisk in the Place de la Concorde was brought from Egypt by Napoleon *the Third, in 1821.* Champollion was said to have learned the Egyptian language by deciphering the hieroglyphics on it.

But the most surprising piece of information came from a Frenchman near the Sainte Chapelle, that jewel of Gothic architecture and stained glass, near the Palais de Justice. The Spaniard was told that the Sainte Chapelle was built by Louis XI, who kept in it a relic brought back from the Crusades, a tooth of the Holy Ghost. This specimen of Gallic misinformation, or maybe malicious humour, sent Señor de Salabert back to Madrid well contented with his visit to Paris!

A SHOWER-BATH FOR THE RACING CYCLISTS: Spectators lining a part of the route of the Cycling Tour de France throw buckets of cold water over competitors to refresh them as they speed on. The race is one of the most arduous open to cyclists and tests the endurance of champions from many parts of the Continent.

The world's leading art dealers are never long absent from London or Paris. During the past few weeks they have been attracted to this city by an unprecedented series of sales at the Hôtel des Ventes and at the Galerie Charpentier on the Faubourg St. Honoré. The highest prices in the series were brought by the sale of the modern French paintings in the collection of the late Margaret Thompson Biddle, formerly the wife of Ambassador Anthony Drexel Biddle, and heiress of a silver mine in Arizona. Forty-five of Mrs. Biddle's pictures realised, in all, 306,000,000 francs, a record price for modern art being reached for Gauguin's splendid "Still Life With Apples," painted early in his career under the influence of Cézanne. The Gauguin was bought for 104,000,000 francs, or over £100,000. One of the star-pieces in the collection, Renoir's picture of the Casbah in Algiers, valued by experts at 100,000,000 francs, has been presented to the French Government by the heirs of the Biddle fortune. It will be hung in the Louvre.

That remarkable child prodigy Minou Drouet, the eight-year-old Breton poet who was discovered by the enterprising publisher René Julliard, has now added a new string to her bow. After being featured on radio and television, and becoming the centre of attraction at a theatrical first-night audience (to the detriment of the play) little Minou, pony-tailed and perfectly composed, has appeared on the stage at the Gaumont Palace during a series of music-hall attractions. She sings songs and recites poems of her own composition as well as accompanying herself on a guitar which she has recently learned to play. She also wears a frock designed by herself.

Minou Drouet's first literary appearance—in a restricted edition of 500 copies circulated among critics and writers—provoked some of the most violent and candid protests I have ever heard on a French radio programme. She has been attacked and defended, praised by Academician Pasteur Vallery Radot, a grandson of the great Pasteur, and denounced as an impostor, or a victim of impostors, by critics of both sexes. Her verses show an intellectuality and a morbidity rare in a child of eight, and many writers have openly expressed doubts that they are of her own unaided creation.

It will be interesting to see what kind of poetry Minou is writing at the age of eighteen. In the meantime, another and slightly older prodigy, Françoise Sagan, the celebrated author of the best-selling novels *Un Certain Sourire* and *Bonjour Tristesse*, has recovered from her recent automobile accident. She has now presented her publisher with the manuscript of a new—and undoubtedly fabulous—success.

The shy and imaginative genius of Marc Chagall, a Russian Jew born in Vitebsk, is nationally honoured this month by an exhibition of his lithographs and engravings in the Bibliothèque Nationale, an institution which is second in size only to the Library of the British Museum, and which cherishes a priceless collection of early prints. Chagall came to Paris in the '30's via Berlin, and immediately found inspiration in the Paris landscape, and notably the Eiffel Tower. His poetical and lyrical compositions, with their recurrent figures of birds, donkeys, goats and sheep, Russian isbas, angels with wings, rosy suns and crescent moons, long floating nudes, all garishly coloured like a child's paintings, have charmed and impressed critics and collectors since the war.

His lithographs and engravings are less well known to the public, although they have long been known to bibliophiles. The famous art dealer Vollard, before his death, commissioned Chagall to do a series of illustrations to *The Dead Souls* of Nicolas Gogol. These remarkable studies of Russian life, together with a set of Rembrandtesque etchings in illustration of the Bible, are now on show at the Bibliothèque Nationale, in the rue Richelieu, and are well worth a visit.

Since the death of bull-fighter Manolete, French aficionados of *tauromachie* have shared in the Spanish idolatry of Luis Miguel Dominguin, who recently returned to the arena after having renounced bull-fighting at the request of his Italian actress wife. Dominguin has killed bulls in French arenas, despite the legal ban on the *mise-à-mort*. The other day, in a light alpaca suit, with a pink tie, he appeared in Paris, not to kill bulls but to take a first lesson in the handling of a helicopter. He passed his first test successfully and decided to buy a helicopter for communicating between his two bull-ranches in Spain, 400 miles and several days' road or rail travel apart from each other.

Bull-fighting, despite the French literary interest in it, has never been brought farther north in France than Nîmes or Avignon. Before the war I saw an attempt to introduce in Paris a spectacle employing the long-horned, light and dangerous cows of the Landes, north of Biarritz. The show was organised in the Velodrome d'Hiver, an immense glass-roofed sports stadium. The contestants were French youths from the Biarritz region. Wearing white shirts and long, narrow black trousers, they vaulted between the cows' horns, narrowly escaping injury. It presented a graceful form of gymnastics, but did not arouse enthusiasm and, after the first attempt, was not repeated.

A CHILD PRODIGY: Minou Drouet, the eight-year-old girl who has caused an international controversy with her poems, appears on the French stage singing songs of her own composition as well as reciting poems.

THE MATADOR AND THE HELICOPTER: Luis Miguel Dominguin, the Spanish toreador, waves from the controls of a helicopter which he examined at Le Bourget Airfield.

"MAYFLOWER II" IN NEW YORK HARBOUR: With the Lower Manhattan skyline in the background, the replica of the Pilgrim Fathers' ship is surrounded by tugs and small craft as she is towed to her berth. In the right background is one of the fireboats shooting streams of water high into the air. The *Mayflower*, which had arrived from Plymouth, Massachusetts, had set out on the last stage of the journey to New York from Rosebank, Staten Island, in full sail. She was expected to make the trip along the Hudson River under her own power, but just before passing the Statue of Liberty the *Mayflower* was becalmed. Consequently she had to finish the rest of the trip under tow by a tug. The arrangements for the welcome of the *Mayflower's* crew included a parade up Lower Broadway. *Mayflower II* is to remain in New York throughout the summer and will be on show to the public.

"MAYFLOWER II" SAILS INTO NEW YORK

The Replica of the Pilgrim Fathers' Ship Receives an Enthusiastic Welcome in the American City

SAILING INTO NEW YORK: *Mayflower II* is approaching the Statue of Liberty. *On left*—Under full sail. At the masthead is the old Union flag. As the ship, accompanied by small craft, made her way through the harbour, a U.S. Navy blimp flew overhead.

NINE DEATHS ON PIZ PALU

The Worst Accident in the Swiss Alps Since the War

The opening of the Alpine climbing season has been marked by one of the most tragic accidents of recent years. It occurred during the morning of Saturday, June 29, when ten members of a party of twenty plunged over a ravine on the Piz Palu peak, in the Engadine Range, in south-east Switzerland, and fell nearly 2,000 ft. to the Pers glacier. Nine of the ten people who fell were killed. Two of them were women. The sole survivor was seriously injured.

The entire party comprised nineteen Italian tourist climbers and a Swiss guide. They were looking at a view from near the summit of Piz Palu, which is 12,835 ft., when ten of them approached too near the edge. A snow cornice on which they were standing collapsed under their weight and they fell to the Pers glacier. As soon as the alarm was given rescue parties were sent out and an aircraft also took part in the search.

All ten who had fallen were presumed killed, but guides searching at around 10,000 ft. came across a survivor who was seriously injured. He was Signor Sergio Pacini, of Piacenza, Northern Italy, who was dug out of the snow alive, with severe injuries caused by sliding on the snow and ice. The search party struggled throughout the night to carry him to safety and he was taken to hospital by one of the cable railways.

The party, which belonged to a group organised by the Alpine Touring Club of Italy, at Piacenza, left the Diavolezza hut, about 9,500 ft. up, at about 4 a.m. on Saturday, June 29, to make the ascent with a Swiss guide. They eventually reached the eastern peak of the group of three after a climb which took about five hours. They were standing on the edge when, suddenly, without warning, the snow, which had been softened by the sun, gave way. This touched off a small avalanche which carried them away.

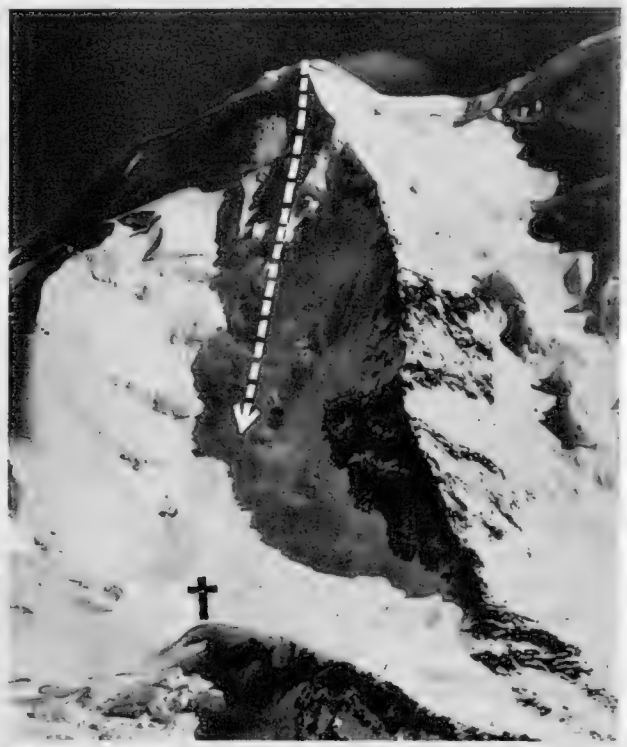
A few members of the same party—and also of a smaller one which had gone on ahead—saw them fall, roped together. Those who had seen the accident immediately hurried back to the hut from where they had come to give the alarm. On their way back to the hut they picked up one or two members of the expedition who had dropped out of the climbing party on the way up.

As the search progressed, five bodies were located, those of three men and two women. These were flown down to Samedan by a mountain rescue pilot, Herr Wissel. All operations then had to be suspended because it was impossible for the guides to make any further headway through the softened snow and they returned to the Diavolezza hut. The search was especially difficult and dangerous because of the abnormally high temperature which makes the snow soft and unstable. This may lead to avalanches. When the conditions improved, the search party set off again to find the remaining bodies.

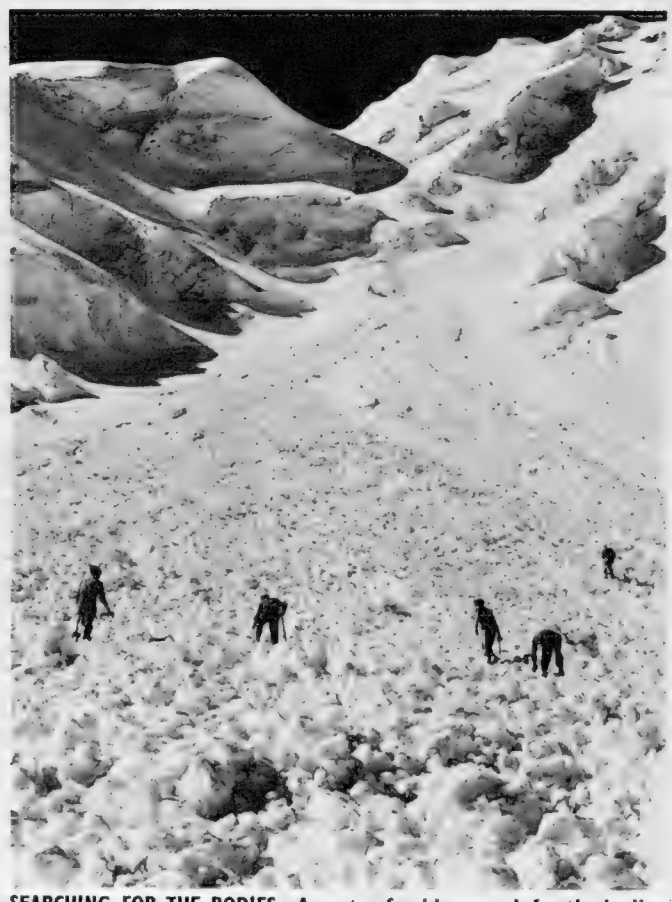
Herr Wissel hoped to land his aircraft, fitted with skis, on the Pers glacier. From there it was planned for guides, under the direction of Herr Arno Grass, one of the most experienced climbers in the Engadine Range of peaks, to take the bodies. The accident was one of the worst recorded in mountaineering in the Engadine Range and is the worst in the Swiss Alps since the war.

There are two routes from which the ascent of Piz Palu can be made. From the Boval Hut the journey is made via the Morteratsch glacier and the Bellavista Saddle. Those who follow this route take about six or seven hours to complete the ascent. The other ascent is from the Diavolezza hut. It is made by way of the Pers glacier and takes about six hours. It is a trying route and it is not advisable to tackle it except when the snow is firm.

THE SCENE OF THE ALPINE DISASTER: A party of climbers stand near the summit of Piz Palu peak, in Switzerland, looking at the jagged edge left behind after a 40-ft. section of snow-cap broke off. Ten of the climbers who were standing on it at the time were plunged 1,800 ft. Only one survived. *On left*—The last bodies of those who perished were spotted lying in the endless snow desert by a searching aircraft.



NINE DIED HERE: The white dotted line and arrow from the summit of Piz Palu indicate the course of the fatal fall. The cross marks the area where the bodies were found.



SEARCHING FOR THE BODIES: A party of guides search for the bodies of the Italian tourist climbers in the subsided avalanche in the Engadine range, in which is situated the rugged Piz Palu peak.

DOGS AID ANOTHER SEARCH PARTY: Swiss Alpine guides are aided in their search for the victims by Alsatian dogs. The accident was the worst in the Swiss Alps since the war.

ENGLAND FROM THE AIR

The Strange Beauty of Pictures Taken by Oblique Aerial Photography

AERIAL photography is of two kinds, vertical and oblique. Vertical photography means taking "flat" pictures from points in the air at right-angles to the ground. In oblique photography the shots are taken from angles of varying degrees. Both methods have been in use since the potentialities of the camera in an aeroplane were first appreciated. Vertical is the more widely employed, particularly for military purposes—for reconnaissance and for such matters as checking on targets after an air raid. The reading of a military air photograph is a highly skilled job, the pictures often being taken from great heights and in indifferent weather conditions. By the last war, air photography (usually with verticals) was also an important part of the syllabus in instruction in map reading, and air pictures nowadays can often replace maps.

Oblique photography is the more interesting because it requires greater skill and produces the more fascinating results. The pictures on this and the following pages, taken by Photoflight Ltd., of Elstree, in Hertfordshire, are evidence of this.

First of all, to take the picture. Many people in their ignorance imagine that it is just a question of getting into an aircraft, taking off, flying to the required point, clicking a camera shutter and returning home with the finished film. In practice it is very much more. Any number of factors may spoil a photograph, a patch of mist, for instance, a cloud or a shadow. An oblique photographer must be expert at noticing this in advance.

From this follows one of the great disadvantages of oblique photography—its expense. To obtain a handful of good pictures of a single subject may require several flights. The weather may seem ideal from the ground. It is only in the air over the "target" that the local impediments can be observed. And, of course, in bad weather the photographer under contract for a specific job may have to wait for several days before the conditions are at all favourable for a take-off.

Therefore those who require oblique photographs of the best kind must very understandably be prepared to pay for them. The photographing company has to face

(*Continued on following page*)

THE SOFTNESS OF THE WILTSHIRE COUNTRYSIDE: Pictured obliquely from the air, the land near Devizes has the texture of velvet. In the foreground ancient mounds and tumuli stand out in the field and the diagonal lines are the courses of old tracks. In the background what appears to be a low pyramid is, in fact, a field where the harvest has been stacked in stooks. Aerial photography can be used for a great variety of purposes—archæological research, industrial surveys and much else. Above all, the shapes and forms in the pictures give an æsthetic delight.

On right—

RUBBER MATTING? It looks like a new style of floor covering and one can feel one's feet sinking quietly into it. Such is the illusion produced by the Lincolnshire Fens seen from the air. In the fields, which are divided by the dykes, are clearly revealed the winding courses of old water channels. Oblique aerial photography can be of immense assistance in the surveying of systems of drainage.

BATHING TRUNKS OF CABBAGES: One could be justifiably pardoned for imagining this was something new in swimming-trunks. It is a field of cabbages in Lincolnshire. Round the boundaries are the banks of the dykes and the dark line is the water. Aerial photography of this kind is expensive. Good shots can only be obtained when the weather is right. Several flights may be required for a single good picture.

ENGLAND FROM THE AIR

(*Continued from previous page*)

the fact that to obtain a set of pictures in a matter of minutes may require a pilot and aircraft to stand by for days or even weeks. But the drawbacks come nowhere near outweighing the benefits of oblique aerial photography. What are the main purposes for which it is used? Leaving aside the obvious military advantages, the three main employments are for industry, for local authorities or for cultural research.

As regards commerce, a firm may decide that it wishes to expand its activities and build a new factory. Before anything else can be decided a site must be chosen. There can be a number of possible sites. More than anything else air photographs can show which of the possibilities is the right one. If water is needed close by, if the land must be dead level with no danger of unseen declivity, if roads will have to be built in the surrounding area, then air pictures will undoubtedly reveal all the potentialities and defects of a given area.

When the factory or plant is rising, it is very probable that the particular firm will think it is a good idea to have oblique pictures taken of the buildings under construction. It is an angle which is new in illustrations in publicity brochures. So, once again, the aircraft with a camera takes off. The finished construction will certainly be recorded in the same way.

From commerce to local authorities. Two pictures on these pages excellently illustrate how oblique photography is thus employed. The pictures are of the Fens in Lincolnshire. Those who live there wage an unceasing struggle against the water which has to be resisted by means of dams and dykes. A survey from the air can show far more easily than appreciation from the ground where are the most likely spots for maintenance or extension of the defences. To take another example—the building of new roads. The making of a new highway may be held up during construction because unforeseen snags are encountered which could not have been appreciated in a ground survey. But if a survey is made from the air the planning will probably be modified before it is taken off the drawing-board.

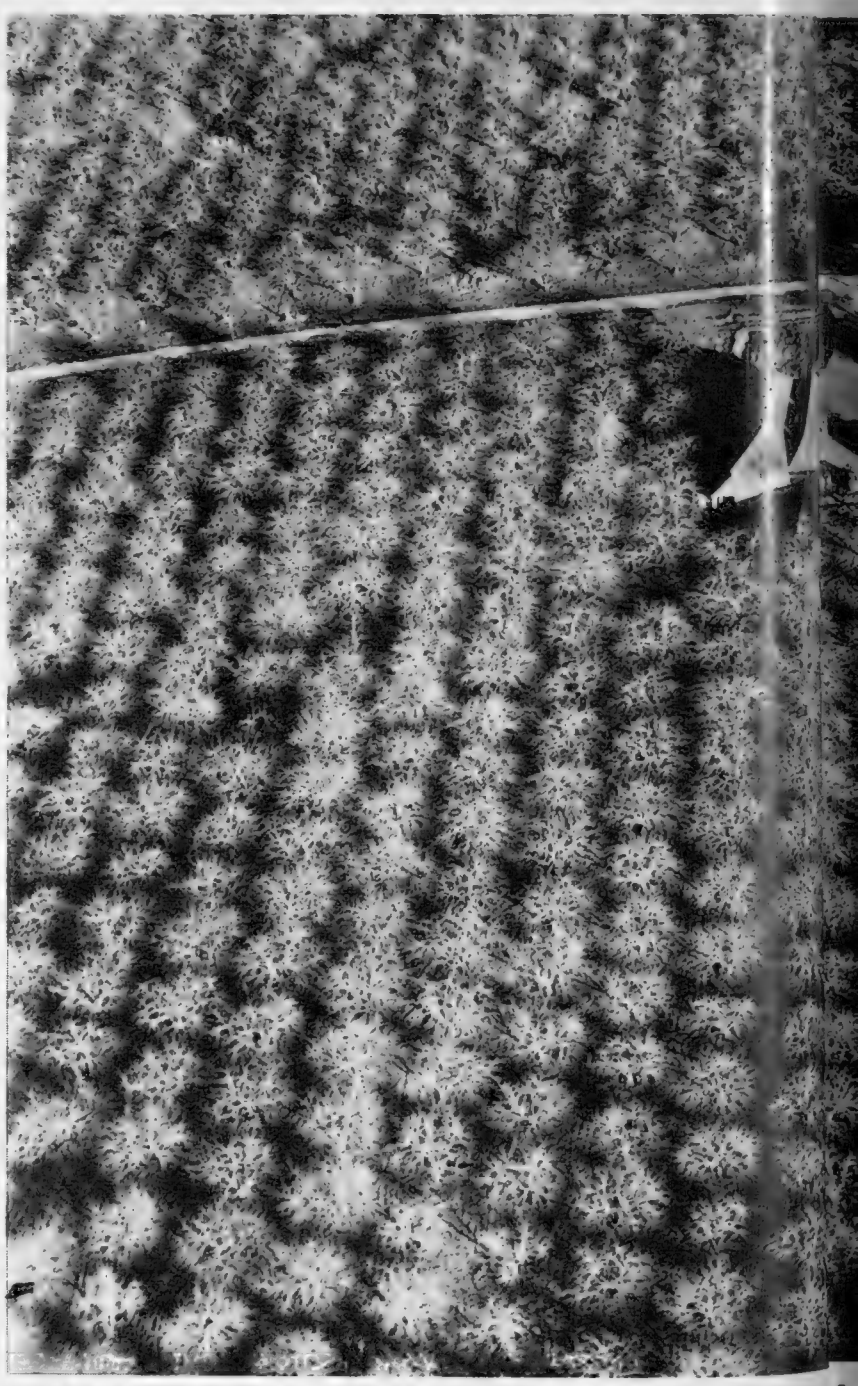
As regards culture, air pictures have been invaluable for over thirty years to archæologists. The line of the ancient avenues leading to Stonehenge was first revealed by air pictures, so was the Iron Age site at Woodbury. Indeed, much of the early history of Wiltshire has become known only through the use of cameras in aeroplanes.

Ranging round the other uses of the oblique picture, two others definitely deserve a mention. Air photographs have sometimes been the vital evidence in law cases concerning the nature of properties and their value. Proceeding from national to international law, it is self-evident that if ever President Eisenhower's plan for "open skies" examination for the inspection of nuclear bomb production is to be accepted and made effective, then oblique aerial photography will be one of the chief means.

But beyond its functional purpose, oblique aerial photography has a strong æsthetic appeal. New shapes, fresh forms and unthought-of panoramas are unfolded before the eyes. North Wiltshire appears as velvet fabric, Lincolnshire as rubber matting or a pair of bathing trunks made out of a field of cabbages, a Kentish orchard in winter as an eiderdown. Allotments in Hertfordshire seen from the proper angle might be pages of a newspaper ready for the press.

There seems to be no end to what one could discover, and the mystery is that artists have not yet grasped the possibilities of this medium. All that is needed is a captive balloon.

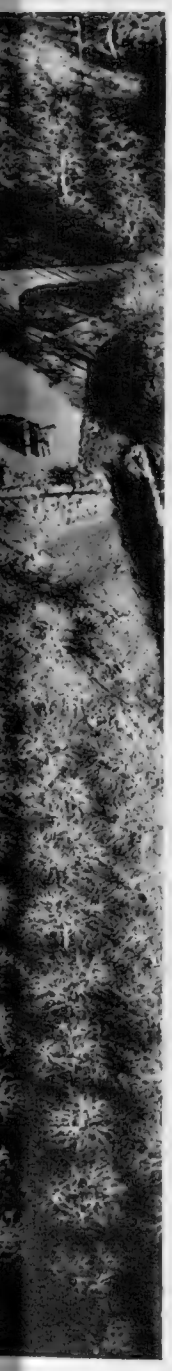
Perhaps those experts who take the oblique shots will, from time to time, feel that it is worth while exposing a film simply to obtain an æsthetic delight. Perhaps even societies of photographers may think it rewarding to go up in aircraft and see *terra firma* from new angles. And perhaps that will point the way for the evolution of landscape painters who will put before us their genius in the form of "airscapes."



THE DOWNY TEXTURE OF APPLE TREES IN WINTER: The building betrays that it is a here but an orchard near Robertsbridge, in Sussex. The picture was taken in Decem ack lost their leaves, hence the effect of material of down. The building is the a ree store. Apples flourish in Sussex and Kent because the ground is comparatively

AN EGG FARM IN HERTFORDSHIRE: At Abbot's Langley, it belongs to the Ovaltine Company. Poultry houses are in the fields and the horseshoe-shaped building is the packing station.

A PATTERN IN PEAT FROM THE LANCASHIRE COUNTRYSIDE: The area is near Chat Moss. The straight lines are the cuttings from which the peat has been dug and the button-like protuberances dotted between them are the drying stacks. Oblique aerial photography is a highly skilled art. It is much more than a matter of merely sticking a camera out of the window of an aeroplane. The photographer has to select the proper angle for his shot and ensure that it will not be obscured by cloud or mist or shadow.



quilt or a rug
en the trees had
king station and
e in the winter.

CASES OF PRINT FROM ALLOTMENTS: It might be this copy of *The Sphere* laid out in its cases of type before printing. In reality it is a picture of several hundred allotments near Bushey, in Hertfordshire, laid out in neat and well-kept rectangles. Until comparatively recently, aerial photography was largely associated with military reconnaissance. Such photography is usually vertical—i.e., the pictures are taken from points at right-angles to the ground. Oblique photography produces most attractive results, but because of its cost most pictures must be taken for functional purposes.

PEAT HARVEST IN SOMERSET

A Rural Industry is Changing into a Large-scale Business

A STAGE IN THE DRYING OF PEAT: The turves are being laid out by the side of a cutting area. Peat was formerly dug mainly for fuel. Now it is widely employed for horticulture.

DAMMING THE RISING WATERS: In this bog, water has seeped into the trench from which the peat has been cut out. At the far end a small peat dam has been built to keep it out of further cuttings. But if the water rises too quickly it will have to be diverted by pumps into water-courses.

CUTTING THE TURVES: The two men are at work in one of the marked-out sections known as "mumps." From them peat is gouged out and laid to dry.

ON A SOMERSET MOOR: The small piles of peat which are in an early stage of the drying process are almost hidden by the luxuriant growth of the moor.

THE FINISHED PRODUCT: Powdered peat is handled in its sack in a factory. The finished product, when it is broken up, is milled into various grades and blends for use in market or flower gardens.

The harvesting of peat from the sedge moors of Somerset is a centuries-old rural industry which like that of the adjacent willow husbandry has a tradition, nomenclature and character all its own. At the present time the industry is expanding rapidly in new directions. In the past, peat in Somerset, apart from small amounts, was dug mainly for fuel, as it still is in Ireland, where the peat bogs cover some 14 per cent. of the island's approximate 32,000 square miles. To-day the main production from the peat moors of Somerset is for horticultural purposes. What was formerly a rural industry is changing rapidly into a large-scale business.

Peat, which is used primarily to improve the aeration, texture, humus and the water-retaining capacity of soils for market-garden crops and flowers, is the product of accumulated residues of vegetation decaying imperfectly under waterlogged conditions. In waterlogged soils the microbes of decay do not operate efficiently and the amassing residues of half-humified vegetation are formed into peat.

The vegetation may be principally mosses, as in the Irish bogs where growth is slow, or sedges, reeds and grasses, as in the lush flats of Somerset. Somerset peat has the valuable attribute of being the least acid of the United Kingdom's peat deposits, for these historic moors are a natural catchment for the alkaline waters of the limestone heights of Mendip and Polden. Despite the growing scale of the Somerset peat harvest, the scene still retains much of the atmosphere of a rural industry. The basic method of winning the peat is much as Pliny described it in the Italian peninsula 2,000 years ago.

The diggers work the moors in measured stints, taking out the peat to a depth of approximately 9 ft. The top spine or unrilling is thrown off, where the peat is too friable to use, and a criss-cross pattern is cut into the peat to mark out the "mumps," sections of peat about 28 lb. in weight and 10 ins. by 9 ins. deep, which are gouged out with the spade and laid in long serried ranks to dry by the diggings.

After laying, the "mumps" are halved into turves, to assist drying, or cut into threes where fuel is being sought. Mostly the diggers work in pairs and a good partnership will mark, dig and lay 6,000 turves in a day.

Peat and a high water table are inseparable. An undrained peat bog may contain 93 per cent. moisture, that is 13 lb. of water to 1 lb. of peat substance. So after drying in rows the turves are then built into "taits," hollow rings, for further drying and these are subsequently built into the larger moorland pyramids known as ruckles. The peat remains in a drying formation for varying periods, depending not merely on the rainfall and humidity, but on the desired final moisture content. Thus if it is required for mushroom growing the period will be different from that needed for stable litter. However, it can be taken that an average drying period is about four months. The peat turves are then hauled either to storage or to the factories where the material is broken up and milled into various grades and blends. Apart from moisture content, fineness and, for certain uses, the type of fertiliser added, the zone of digging is also a factor in assigning the end product as specially suitable for various cultures.

The development of the Somerset sedge peat industry into a large enterprise—over a thousand acres are being worked by the main company—has brought a welcome employment for an area where the isolation of communities has been a grave social problem. These remote moors form a historic countryside rich in lore as well as in authenticated events. The Glastonbury Tor hard by dominates the levels, and a few miles away at Wedmore was the scene of King Alfred's treaty with the Danes.

PILGRIMAGE ACROSS THE SANDS

The Bishop of Newcastle Leads the Way to Holy Island

Holy Island, or Lindisfarne, which is situated off the north-east coast of Northumberland, is one of the earliest strongholds of Christianity in Britain. The most prominent name associated with the island is undoubtedly that of St. Aidan, who had been a monk at Iona. He was sent to Northumbria at the request of King Oswald and established a monastic order on the island in 635. Aidan became the first Bishop of Lindisfarne and made the island the centre of his missionary work, one of his close associates being St. Cedd, who later travelled south to become the Apostle of Essex. A few years later St. Cuthbert became Prior and eventually Bishop of Lindisfarne. The original monastery on Lindisfarne was destroyed in the ninth century and the Benedictine priory was built in its place. Although this is now in ruins, the island is still a venerated spot and each year thousands of people make the short journey from the mainland to pay tribute to St. Aidan and his successors and to give thanks for their lives.

Holy Island can only be reached at low tide and most of those who make the pilgrimage from the mainland have to walk in bare feet across nearly three miles of sands. This year the mile-long procession of pilgrims from the Newcastle diocese was led by the new Bishop, the Right Rev. H. E. Ashdown. More than 1,500 clergy and laity took part in the procession across the sands in brilliant sunshine and they were joined on the island by hundreds of others who had made the journey in vehicles across the causeway. As soon as Holy Island was reached, many pilgrims donned their shoes again and sang hymns as they walked towards the ruins of the priory where a temporary altar had been erected in the nave. The service was a Solemn Eucharist at which the Celebrant was the Venerable W. A. Pawson, Archdeacon of Lindisfarne and Vicar of Eglingham. For the rest of the day the pilgrims were "marooned" on the island until the tide had ebbed and the sands were clear again. "Quite properly," the Bishop had told the pilgrims, "we can look forward to the pilgrimage as a jolly outing. The enjoyment of that will depend a good deal on the weather! But we will also make it an act of thanksgiving and prayer; the weather will not mar that endeavour at all! So, may all who join with us benefit and may God's blessing rest upon our going."

PILGRIMAGE TO HOLY ISLAND, OFF THE NORTHUMBERLAND COAST: The mile-long procession of pilgrims, led by the Bishop of Newcastle, the Right Rev. H. E. Ashdown (pastoral staff in hand), makes its way to Lindisfarne Priory after crossing the sands from the mainland. It took over an hour for the procession to cover the three and a half miles to the Priory.

THE GREAT TREK ACROSS THE CAUSEWAY: As well as those who made their way on foot, others travelled to the island by motor-coach and motor-car. This year the pilgrimage was held during Newcastle's "Races" week when many people were on holiday.

WALKING ACROSS THE SANDS IN BRILLIANT SUNSHINE: For this part of the journey to the island the pilgrims of all ages had to walk with bare feet, as the sands are covered at high tide.

THE SERVICE IN THE RUINED PRIORY AT LINDISFARNE: A general view of the scene looking across the congregation towards the temporary altar during the celebration of the Solemn Eucharist. Lindisfarne is one of the earliest strongholds of Christianity in Britain, St. Aidan having founded a monastery there in 635.

MIDNIGHT CARNIVAL

A Film Party at the Battersea Pleasure Gardens, in London

AFTER THE LONDON PREMIERE OF THE FILM "AROUND THE WORLD IN EIGHTY DAYS": The audience comes out of the Astoria Theatre, in Charing Cross Road, and goes aboard buses. In them they were taken to the river, where they embarked to go to a midnight party in Battersea Pleasure Gardens.

PRODUCER AND HOST: Mr. Michael Todd stands outside the Astoria Theatre with his wife (on right), who is Elizabeth Taylor, the film actress, and Lady Pamela Berry, wife of Mr. Michael Berry, President of the Newspaper Press Fund Appeal for 1957. The performance was in aid of the Newspaper Press Fund. Mr. Todd, producer of the film, was the host at the Battersea Gardens party.

ON THE ROUNDABOUTS: The Aly Khan rides with Bettina, the French fashion model, on the roundabouts in the Pleasure Gardens at Battersea. Mr. Todd's guests were able to enjoy all the sideshows and entertainments of the fun fair.

DISEMBARKING AT BATTERSEA GARDENS: Guests com ashore from a launch which had brought them from Charing Cross Pier. There was a drizzle, but Mr Todd provided raincoats for those wanting them

The première of the film *Around the World in Eighty Days* was an important social event. The Duchess of Kent and her daughter Princess Alexandra were present in the audience at the Astoria Theatre. The proceeds from the performance were given to the Newspaper Press Fund.

However, the producer, Mr. Michael Todd, decided that the occasion must be even more memorable. After the première many of the audience were his guests at a carnival party in the Fun Fair at Battersea Park. The guests were transported by bus to Charing Cross Pier and from there taken up the river in launches to Battersea.

The amount of attention given to these midnight revels should not obscure the merit of the film. Jules Verne's immortal masterpiece has been faithfully transferred to the film. We follow Phileas Fogg (played by David Niven) from the Reform Club, where he makes his wager because of a report in a newspaper, through his thrilling adventures during eighty days. Cantinflas is Passepartout, and the late Robert Newton is Inspector Fix.

The supporting cast is a galaxy of stars, among them Sir John Gielgud, Fernandel, Ronald Colman, A. E. Matthews, Marlene Dietrich, Beatrice Lillie and Noël Coward.

On left—

ON THE RIVER: In this group are Max Bygraves, the comedian; Joe Loss and Cyril Stapleton, the band leaders and singers Vera Lynn, Alma Cogan and Joan Regan

EMBARKATION AT CHARING CROSS PIER : The launches, laden with film and other celebrities, prepare to set off to Battersea Pleasure Gardens. In the background is Waterloo Bridge. Behind it, on the left, is Somerset House, and in the right background can be seen the dome of St. Paul's Cathedral. Mr. Todd's guests numbered some 1,700. The food served in the gardens included dishes from many of the countries through which Phileas Fogg went in his rush around the world in eighty days.

PROTECTION FROM THE RAIN: Mr. Todd holds a cape to put on his wife's shoulders as they disembark at Battersea. He was among the last to arrive, having supervised the bus and launch arrangements.

HIGH REVELS IN BATTERSEA PARK: In the centre are Miss Elizabeth Taylor (Mrs. Todd) and Sir Hartley Shawcross, M.P. In the bottom right corner is Michael Wilding, the actor, who was formerly married to Miss Taylor. The guests sat under cover to eat. The *Around the World in Eighty Days* party did not end until after dawn.

RACING AND CRUISING

One of the Delights of Sailing is that it can be Enjoyed in many Different Ways

By GABOR DENES

SAILING can be enjoyed in many different ways to suit every taste, temperament and pocket. For many of us it is a relaxed, even lazy way in which to spend holidays and week-ends on the water without any great mental or physical effort. Others get the greatest enjoyment from looking after their boats, improving them and making them more efficient and smart, in other words, just "messing about in boats."

But a great many people prefer sailing with a purpose, and take their sport much more seriously. In the old days yacht racing was the pastime of the rich. The popular imagination was caught by the beauty of the great racing cutters and the "J" class yachts, but the large professional crews, the high cost of building and maintenance, limited the number of participants to a very small circle.

To-day, the situation has entirely altered. The yachts are much smaller, and dinghy racing, which has grown tremendously since the last war, has brought racing in small craft within the scope of the average person. The spread of dinghy racing is due not only to its low cost, but also to the fact that dinghies can be trailed easily by car. The dinghy owner is not restricted to any particular stretch of water, but he can take his boat wherever he likes, from one meeting to another. These may be held on rivers, lakes, reservoirs, and even disused gravel-pits.

Many new types of dinghies have been introduced in the last ten years, their designers having taken advantage of the new construction methods made possible by the development of synthetic marine glues and resin-bonded plywoods. Several of these types have quickly become popular and established as racing classes. They vary in size, price and performance, but they all provide excellent sport for those who race in them, and the numbers have grown to such an extent that several classes have sail-numbers of four figures. At the bottom of the scale, the Cadet, a small, hard chine, simply-rigged boat, easy and cheap to build and suitable for two children (up to eighteen years old) to race in, is one of the largest classes to-day.

The 12-ft. Firefly, made by Fairey Marine in hot-moulded plywood, is a most efficient little racing machine, and in spite of its moderate cost is exciting to handle and race; it has also reached world-wide popularity. Such well-established classes as the 12-ft. National, the Hornet, the Merlin-Rocket, the 14-ft. International—still the unchallenged aristocrat of sailing racing dinghies—the 18-ft. National, the more recent British-designed International 505, and many other national and local classes, continue to thrive and steadily add to their numbers.

Racing, even in dinghies, is a fine example of teamwork. Helmsman and crew have to work together and depend on each other for success. Much can be learnt by practice and experience, but the great helmsmen are born with that special, finer instinct which enables them to get the most out of their craft under all conditions. To this must be added a thorough knowledge of the racing rules, and a distinct flair for tactics.

The crew's part is just as exacting; to trim the foresail to the best advantage, to adjust the centreboard, to keep the boat upright (together with the helmsman) and to act as lookout are among his principal duties. Everything happens at terrific speed and there is nothing more fascinating to watch than the start of one of the big dinghy races, where over a hundred boats may manœuvre at speed, turning, twisting, and only just missing each other, and finally cross the line at the sound of the starting-gun.

Although the "big ones" have gone, many keelboat classes are still being raced regularly, mostly in tidal waters, at the well-known yachting centres. The largest remaining "class" boats, the 6 metres, are on the wane, mostly because of cost, and the next size, the 5.5 metres, being a fairly recent design, have not yet become very numerous in British waters. A revival is taking place in a much bigger class, the 12 metres are coming back to a limited extent, owing to the fact that a British challenge for the America's Cup has been accepted by the holders. In preparation the remaining boats in this class are racing again this season while the new challenger is being designed and prepared for next year.

RACING ROUND THE ISLE OF WIGHT: Competitors run down the Solent during the Round the Island race. Open to cruising yachts, it is one of the most popular racing events on the Solent. Usually there are well over 100 starters. The course is from Cowes, starting to the westward. Handicapping is by R.O.R. rating

AN OCEAN RACER: *Robbe* is in action off Cowes. The 50-sq. metre ocean-racing yacht belongs to the R.M.A. Sandhurst, and is used for both racing and cruising

IN CHICHESTER HARBOUR: Craft of the National Swallow Class compete against each other off the shores of Sussex. Although these yachts were specially designed for the Olympic Games of 1948, they have not become very popular outside the Solent area. There are two strong fleets, based on Cowes and Chichester Harbour respectively.

The most popular of the racing keelboat classes is the International Dragon class; these fast Norwegian-designed boats are raced in several centres, the largest fleet at present is that on the Medway, and others are in the Solent, at Burnham, on the Clyde, and there are fleets in Torbay, at Lowestoft, and in Ireland. The National Swallow was designed for the 1948 Olympics, and although it is a very active and virile class in the Solent area, it has failed to gain wider popularity. The smallest of the racing keelboat classes is the "X" One Design class, which has several fleets in Solent waters. Although of older design and not so fast as some of the later designs, its numbers are still on the increase.

There are local classes, such as the Bembridge Redwings, Royal Corinthian, and Royal Burnham One Designs, which maintain their numbers steadily.

In contrast to these purely racing classes, much racing is enjoyed in cruising yachts, where the owner and crew can live on board. This is an obvious advantage. Cruising yachts of different designs, size and sail area can only sail together under handicap. Systems for handicapping vary; most of the local systems are based, if only in part, on performance, and are subject to adjustment as the season progresses. It is obvious that such a system penalises success, and to-day handicapping under the R.O.R.C. rule is becoming more general. The Royal Ocean Racing Club was founded in 1925 with the purpose of providing racing among cruising yachts of diverse ability on a fair basis. Yachts are measured and rated according to such characteristics as dimensions and sail area.

ETTING SAIL TO CROSS THE NORTH SEA: *Jocasta*, one of the biggest ocean-racers, starts out from Harwich in the Harwich–Hook of Holland ocean race.

NATIONAL MERLIN-ROCKETS DURING THEIR CHAMPIONSHIP WEEK: Against a background of the cliffs of Devonshire they are racing on the waters of Torbay. Over eighty starters, who had come from many parts of the country, took part in the recent championship week for National Merlin-Rockets.

THE MOST POPULAR OF THE RACING KEEL-BOAT CLASSES: International Dragons at Burnham-on-Crouch. This class, originally designed in Norway, is popular in many countries. Britain has several Dragon Fleets,

THE JOYS OF CRUISING: This picture, taken last summer, shows a group of British yachts in Cherbourg Harbour, in France. The pleasure of cruising is that one goes where one likes. Cruises by yacht are made from Britain to France, the Mediterranean, the Baltic, and even across the Atlantic Ocean.

The R.O.R.C. provide a series of open sea races throughout the season, and these so-called Ocean Races, of which the longest is the classic Fastnet Race of about 600 miles, held every other year, have large entries. Although, of necessity, the competing yachts are hard driven, often under extremely adverse conditions, accidents are almost unknown. This speaks well for the seamanship of helmsmen and crews. Compared with "round the buoys" racing this form of racing requires great toughness, greater organisation of crews—who live on board for several days, often in cramped quarters—and, most of all, first-class navigation and weather science.

But racing does not appeal to everyone; there are many owners of fine ocean-going yachts whose ambitions lie in another direction. They seek pleasure in voyaging from port to port, sometimes covering great distances, exploring strange harbours and often foreign waters. A well-found, seaworthy vessel is needed for successful cruising, and the owner-skipper's qualifications, apart from expert boat-handling, must include a knowledge of navigation.

The cruising man's joys are many. He is free to go where he likes, he can visit foreign lands, and the seas and oceans are his happy hunting-ground. Every year many successful cruises are completed round the British Isles, to the coasts of France, Belgium, Holland, Spain. British yachts venture not only as far as the Baltic or the Mediterranean, but also across the Atlantic.

Several organisations help the cruising man to learn his "trade." The Little Ship Club, where instruction can be had during the winter months in seamanship and navigation, has been the cradle of many who have cruised wide and far, while the Royal Cruising Club represents the experienced and seasoned cruising men.

GUSTY WEATHER ON INLAND WATERS: The wind has caused a mishap to a competitor in a race for 12-ft. Nationals on the Thames at Teddington during a Tamesis Club Regatta.

IN STRATFORD AND PARIS

A New Shakespeare Production; the De Cuevas Ballet

Cymbeline belongs to Shakespeare's later years. It is certainly not one of his best plays, although it has some very fine poetry in it. Mr. Peter Hall, the producer at the Shakespeare Memorial Theatre at Stratford-upon-Avon, has gone against the current fashion in his presentation. He makes no attempt, as many producers do, to hide the fact that it is a romantic drama. Indeed this production is a romance from start to finish.

The setting by Miss Lila De Nobili and Miss Stiva Douboujinsky helps to create the atmosphere. A ruined abbey, a rocky grotto, an Italianate room and three oak trees make a scene in which the improbable romantic plot seems to become quite possible.

The one great part in *Cymbeline* is, of course, Imogen. Dame Peggy Ashcroft brings out all the appeal and charm which Shakespeare intended in this character. An innovation by Mr. Hall is his casting of Cloten as a pathetic fool and Clive Revill does this remarkably well. Joan Miller as the Queen is all malevolence, Robert Harris is a dignified Cymbeline and Richard Johnson as Posthumus Leonatus is a fine romantic hero.

"CYMBELINE" AT STRATFORD: From left, four of the principals are Clive Revill as Cloten; Robert Harris (Cymbeline, seated); Joan Miller (The Queen) and Donald Eccles (Caius Lucius). The producer at the Shakespeare Memorial Theatre is Peter Hall.

On left—

A MOST APPEALING HEROINE: Dame Peggy Ashcroft is Imogen. The Stratford *Cymbeline* emphasises that it is a romance.

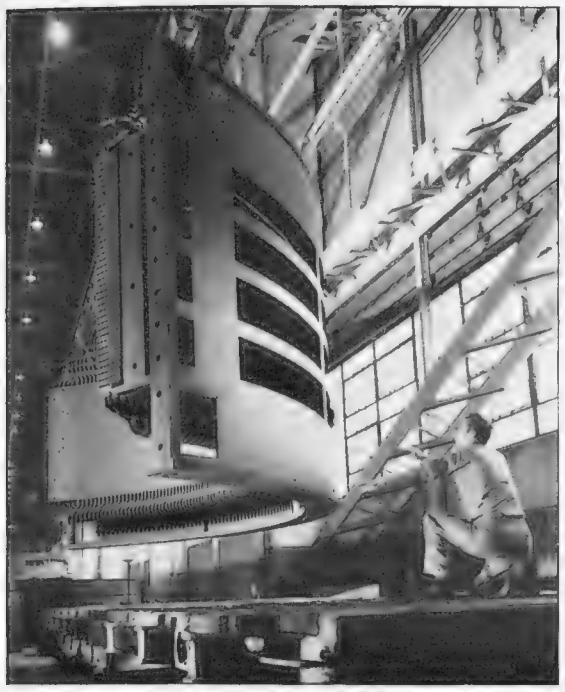
On right—

A WAGER IS LAID: Geoffrey Keen, as Iachimo, lays a wager with Richard Johnson (Posthumus) that Imogen is unfaithful to him. Settings for the play are by Miss Lila De Nobili and Miss Stiva Douboujinsky.

THE CHINESE RIBBON DANCE IN THE MARQUIS DE CUEVAS BALLET IN PARIS: The dancers are Juan Julliano (left) and Ivan Drangadza. The ballet, now in its tenth year, has gained a great reputation both inside and outside France. In this season the chief item of its programme is *Les Sylphides*. A number of new and spectacular divertissements are also being performed. Among the leading members of the De Cuevas Ballet Company are Serge Golovine, Nina Vyroubova and Willy Maurer.

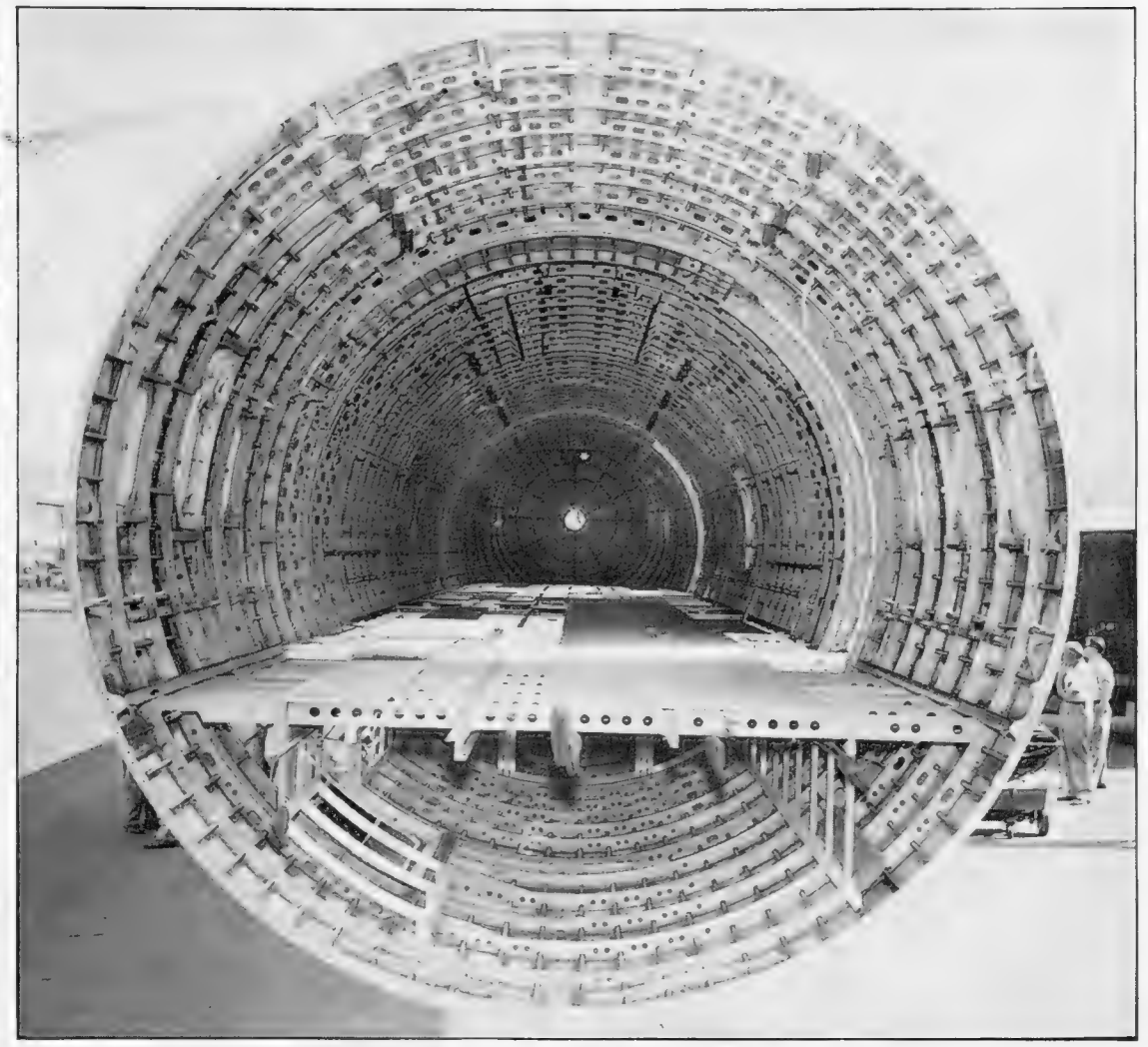
A Weekly Survey of Achievement in Britain and Overseas

PROGRESS IN INDUSTRY AND ENGINEERING



GIANT WATERWHEEL GENERATOR

A 50-ton section of a waterwheel generator stator is being loaded on a flat car at the Westinghouse East Pittsburgh plant in America. It is being transported to the Idaho Power Company for installation at one of the three dams being constructed in the Hells Canyon section of the Snake River between Idaho and Oregon. This stator section, when coupled with two identical units in a circular arrangement, will form the complete stator for the generator. A rotor will be fixed inside this stator housing, which will be connected to a water-driven turbine by a vertical shaft. Water rushing at a high velocity through raceways in the dam will spin the turbine. This, in turn, will drive the rotor. The rotor induces an electrical field in the stator which generates electricity. The Idaho Power Company has placed an order for eight waterwheel generators from Westinghouse.



AN IMPRESSIVE TURBOPROPELLER AIRCRAFT

The structural details inside the fuselage of Lockheed Aircraft Corporation's new turboprop Electra airliner can be seen in this picture, which was taken while the fuselage was being moved to the final assembly point at Burbank, California. The view is taken from the forward end of the main fuselage at the exact spot where the transport's nose will be when the cockpit section is attached. The dimensions of the passenger cabin are 128 ins. wide and 917 ins. long. Up to ninety passengers can be accommodated. The aircraft is being made to meet the demands of increasing passenger travel. In the design of this entirely new four-engined airliner, the Lockheed Aircraft Corporation has adopted the best available techniques of arrangement and construction. The Electra will be one of the fastest commercial turboprops in existence. It promises to establish faster schedules in short to medium-haul operations. The Electra's outstanding airport characteristics will permit short field take-off and landing, and quick stops, making use of the propeller reversal. The aircraft's structural ability to land with a high gross weight allows operation through stations en route without refuelling. The aircraft has been designed with an eye to passenger comfort. The spacious cabin is considerably wider throughout its length than any other modern airliner. Enlarged windows create a light and open appearance while the lounge provides "clubroom" facilities.

A NEW POWERFUL EXCAVATOR

A workman is operating the controls of a powerful excavator which cuts the dismantling time of open hearth furnaces by two days. It has recently been introduced at the Rotherham works of Steel, Peech and Tozer, a branch of The United Steel Companies, Ltd. Known as a Gradall, this £11,000 machine was built in America. It is mounted on crawler tracks and is equipped with a telescopic boom at the end of which either a hook attachment or a bucket can be fitted. When the brickwork of a furnace is ready for dismantling, the hook attachment is first employed to claw away the old bricks. The hook is then replaced by a bucket which scrapes the brick debris out of the furnace bath. Dismantling can begin within five or six hours of tapping a furnace, compared with the twenty-four hours which must elapse before men can enter the furnace to do the work manually. The Gradall is being used for the removal of bricks above the furnace stage level in the Company's Templeborough melting shop. This shop contains fourteen 100-ton open hearth furnaces. Up to now twelve have been in operation at one time. Because of speedier dismantling, thirteen can now be used.

On right—

A new crop-dryer for use in haymaking is connected to crop-drying wagons ready for use. This ingenious device eliminates the threat of the weather, enabling farmers to dry their hay or grain overnight. It works by a process of heated air which is forced through connecting ducts and held in by a canvas cover. The machine, which combines both atmospheric heat and oil heat, offers completely controlled crop-drying for the smaller farms. It also has the advantage of being able to be used for larger operations. The dryer is capable of handling up to four drying wagons at a time. Each wagon holds about 2 tons of hay. The equipment is made by the New Holland Machine Company, of America.

A CROP-DRYING MACHINE AIDS HAYMAKING

PROGRESS IN INDUSTRY AND ENGINEERING—*A Weekly Survey of Achievement in Britain and Overseas*

PREPARATIONS FOR THE BERLIN INTERNATIONAL BUILDING EXHIBITION: The picture was taken in Mueller-Rehm and Gerhard Siegmann, of Germany; a 9-storey block of flats by Walter Gro the centre background runs the elevated railway, and beyond, precisely in centre, is a br

FOR A BIRD'S-EYE VIEW: The two large cages suspended from the steel arms of a giant crane can each hold thirty people. The cages can be lifted to 190 ft. for a bird's-eye view of the Berlin "Interbau."

PLANS FOR A SKY-SCRAPER HOTEL IN LONDON

The artist's impression is of a hotel which is proposed for Park Lane, in London. The building would be crescent-shaped and consist of thirty-four storeys, reaching a height of 378 ft., which is 13 ft. higher than St. Paul's dome and cross. The highest bedroom would be on the thirty-third floor and the top storey would be occupied by a roof restaurant and lounge. The lower part would consist of two storeys forming a base 35 ft. high, which would include dining-rooms and a ballroom. The basement would be able to accommodate cars. The planned site fac Park Lane stands between Pitt's Head Mews a Hertford Street, with Stanhope Row behind it.

Development would be by a newly-form company, New City Properties, of which M Charles Clore is the head. Hilton Hotels Int national Inc., a leading American group, is ass ciated with the new company in the project. Th architects are Messrs. Lewis Solomon, Son a Joseph. The proposal will have to be approved b the L.C.C.'s Town Planning Committee.

ansa Quarter of West Berlin before the opening of a remarkable exhibition of modern architecture. From left the buildings are, a 17-storey apartment house by Klaus f America ; an 8-storey block of flats by Alvar Aalto, of Finland ; and, on right, facing camera, a 10-storey block of flats by Fritz Jaenecke and Sten Samuelson, of Sweden. Across ver the Spree. The buildings, in a war-damaged area, are the main feature of the International Building Exhibition to which German or foreign architects have contributed.

BERLIN'S INTERNATIONAL BUILDING EXHIBITION

The West Berlin International Building Exhibition, or "Interbau," as it is known for short, is a most imaginatively conceived project. Over fifty leading German and foreign architects have co-operated in the reconstruction of a part of the Hansa Quarter, near the Tiergarten and the Street of June 17th. Another international group of distinguished horticulturists has planned parks and gardens. America, through the Benjamin Franklin Foundation, has made a special contribution of a Congress Hall. There are numerous displays which show new ideas in city development, such as the "City of To-morrow" in the Hansa Exhibition Hall, and many conferences and discussions are being held between architects and others interested in building and town planning.

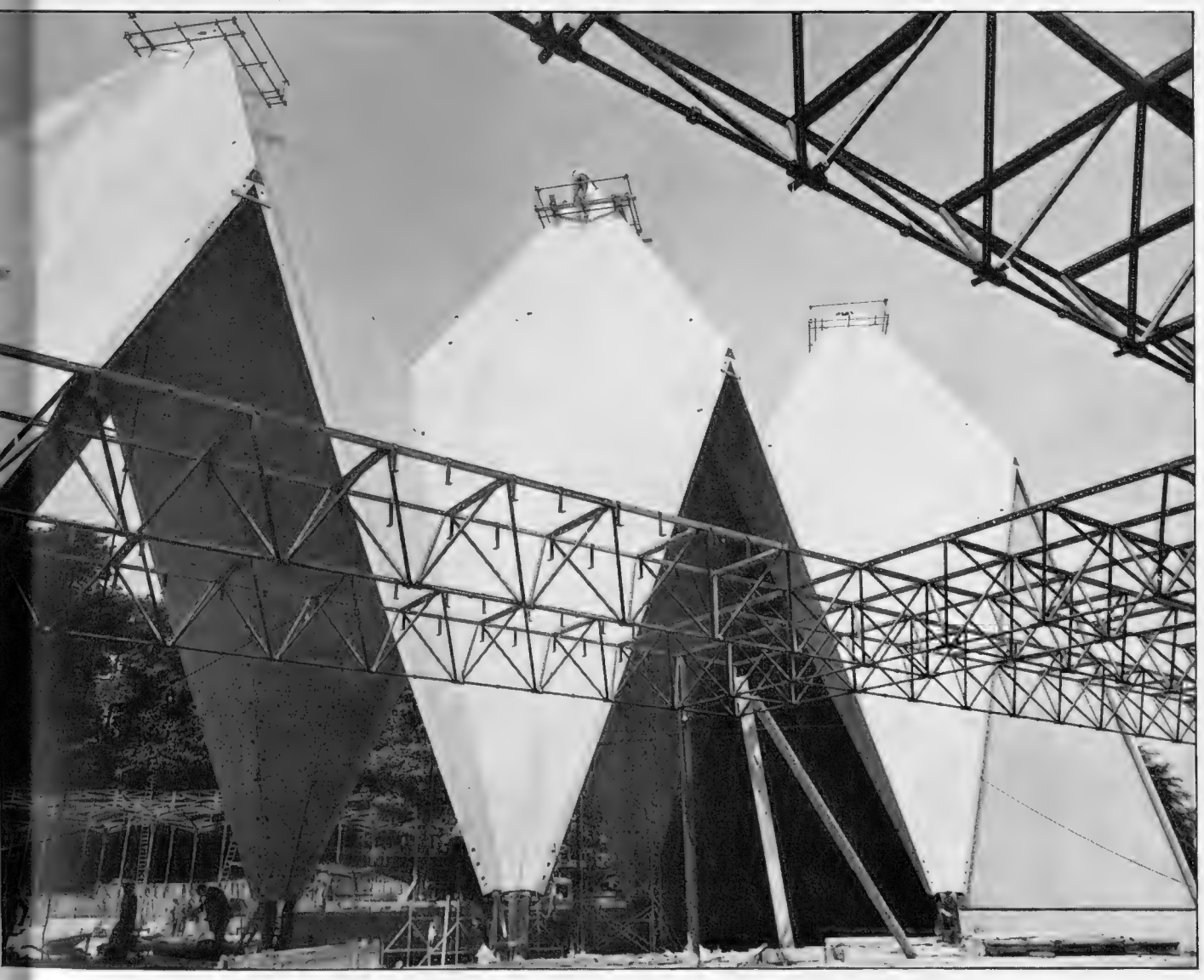
Interbau was opened last Saturday (July 6) by President Heuss, of West Germany, and continues until September 29. During the last sixteen days there will be a complementary Building Industries Exhibition at the Radio Tower fairground, with eleven national pavilions and fourteen exhibition halls.

For most visitors the main item of Interbau is the rebuilt section of the Hansa Quarter. The buildings are in various stages of completion, some are practically finished and all can be inspected. The bulk of them are, naturally, dwelling-houses, or flats. Britain is represented by Mr. F. R. S. Yorke, F.R.I.B.A., the London architect whose work includes the school at Stevenage (Festival of Britain award, 1951) and the new Gatwick Airport. He is responsible for four two-storey one-family houses.

Besides dwellings there are also shops, schools, libraries, a cinema and other community buildings. The Kaiser Friedrich Memorial Church, of the Evangelical Confession, has been rebuilt by the architect Ludwig Lemmer and the Roman Catholic Church of St. Angar by Willy Kreuer, also of Berlin. Both churches have a community house or hall and flats attached to them. Outside the Hansa Quarter, Le Corbusier has contributed a Unité Habitation "type Berlin" of seventeen storeys with about 400 flats.

Every building, whatever its purpose, bears the individual mark of its creator. This can be seen in the selection shown in the picture across the top of these pages. For instance, the block by Mueller-Rehm and Siegmann has the shape of a "Z" and great care has been taken to give every apartment its own individuality. In the design of Professor Gropius, of Cambridge, Massachusetts, the balconies are placed differently in the various storeys, so that the whole house not only has an unusual façade, but is also provided with excellent protection from the sun.

For the financing of the Hansa Quarter project a company called Hansa Limited was formed. It was provided with a loan of about £270,000 by the Berlin Municipality, which it is repaying by sale of the sites to former or other private proprietors. The rents and the classes of tenants in most of the dwellings will be controlled by the Municipality.



On left—

BRUSSELS 1958 EXHIBITION

These great crystal-shaped towers, each of which is 70 ft. high, will be the main features of the Crystalline Hall, which will be the entrance to the British Hall of Technology at the Brussels International Exhibition of 1958. The prefabricated units for the spires were made in Britain and shipped in completed sections to Belgium. The other main British buildings at the Exhibition in the Belgian capital next year will be the Industries Pavilion and the Britannia Inn. The builders of all the British buildings are Messrs. Richard Costain Limited. The Hall of Technology is the responsibility of the British Government. The British Industries Pavilion is being sponsored by the Federation of British Industries. The latter will provide 60,000 sq. ft. of exhibition space under cover. Raw materials, power and energy, machinery and construction, and engineering and automation will all have their places among the exhibits.

QUEEN ELIZABETH THE QUEEN MOTHER IN THE FEDERATION OF RHODESIA AND NYASALAND: *Left*—Her Majesty leaves the B.O.A.C. Britannia aircraft at Salisbury, Southern Rhodesia, to be welcomed by Sir Robert Tredgold, the acting Governor-General. *Right*—The Queen Mother and Sir Robert Tredgold look out over Salisbury from a high point in the Kopje hills. The Royal visitor is spending two weeks in the Federation. Her principal engagement in Salisbury was on Friday of last week, when she was installed as the first President of the new multi-racial University College of Rhodesia and Nyasaland. The installation ceremony took place in a vast natural amphitheatre in a red earth quarry and was attended by over 3,000 people.

ROYAL OCCASIONS

The Queen and other Members of the Royal Family Fulfil Engagements at Home and Overseas

THE QUEEN AND THE DUKE OF EDINBURGH AT THE ROYAL AGRICULTURAL SHOW AT NORWICH: They are driving through the crowds in an open Land-Rover during their tour of the showground at Costessey. Prince Philip is President of the Show. After lunching in the Royal Pavilion the Queen presented long-service awards to agricultural workers and the Royal Agricultural Society's Research Medal to Dr. A. Walton, of Cambridge, for his work on artificial insemination. Then she and the Duke went to the Royal box in the grand ring and watched a cattle parade. Before going to Costessey, the Queen had visited Norwich City Hall and the Norfolk and Norwich Hospital, where she opened new operating theatres.

INSPECTING A CATTLE CHAMPION: The Queen stops to speak to a stockman holding one of the splendid beasts in a line of cattle champions in the ring at Norwich.

PRESIDENT AND PRINCIPAL: The Queen Mother stands with Dr. Walter Adams, the Principal of the new University College of Rhodesia and Nyasaland during the recent ceremony of Installation. With her presidential gown of black and gold Her Majesty is wearing the velvet cap given to her by Cape Town University.

PRINCESS MARGARET AT KEELE: Her Royal Highness, as President of the University College of North Staffordshire, visits Keele to preside at a Congregation for the Conferment of Degrees. During her speech the Princess referred to the new college in Salisbury and said that she was sending a message to the Queen Mother. She conferred degrees on more than eighty students.

THE ROYAL VISIT TO KING'S COLLEGE, TAUNTON: Princess Margaret visits the College in Somerset for the dedication of the War Memorial. She is standing with the Provost (the Bishop of Bath and Wells, Dr. Bradfield) at the Gate of Honour, which leads to the new science block. The memorial commemorates sixty-one old boys of the college, a master and a member of the domestic staff, and completes the War Memorial Quadrangle with its Cross in memory of those who fell in the First World War. The main building, of two storeys, consists of four laboratories, two preparation rooms and a small science library. Above the door of the Gate of Honour is a carved angel by Lawrence Bradshaw. King's College became a member of the Woodard Corporation of Schools in 1880. Also during her visit to Taunton the Princess opened the new headquarters of the Taunton Divisions of the St. John Ambulance Brigade and attended a rally of Ambulance and Nursing Cadets.

LOOKING OUT FROM EDINBURGH CASTLE: Princess Alexandra of Kent holds her hat as a precaution against the wind while looking out across the Scottish capital. With the Princess are Lord Provost Ian Johnson-Gilbert (right) and Mr. D. L. Macintyre, V.C., Ministry of Works (Scotland). The Princess, who was making her visit to Edinburgh, was shown round the historical apartments by the Governor. The Princess, as Patron of the Junior Red Cross, also attended a parade and display of the junior members and cadets in the grounds of the Palace of Holyroodhouse.

ITALY'S NEW ECONOMY CAR

The New Fiat 500 is a Tiny Two-seat Saloon; a New Hillman Minx Estate Car; Prince Philip and the A.A.; Britain's Booming Motoring Industry and Other Motoring Notes

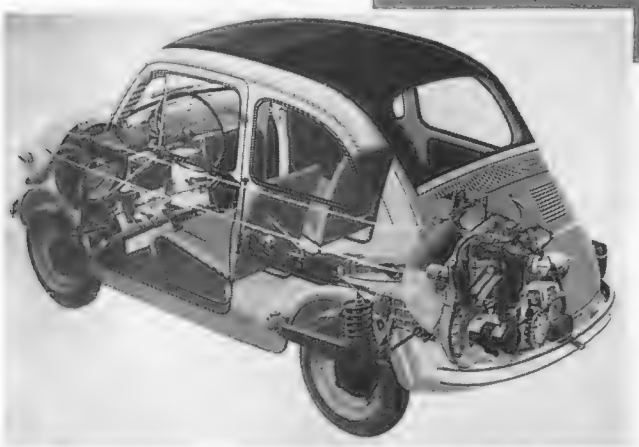
By "THE SPHERE" MOTORING CORRESPONDENT

ECONOMY is the keynote of a new car announced by Fiat, the big Italian firm which makes more than 80 per cent. of all the cars built in Italy. It is a tiny two-seat saloon with a sunshine roof, room in the back for two small children or a lot of luggage, and independent suspension all round. The rear-mounted engine is an air-cooled unit of only 479 c.c. with its two cylinders set side by side, vertically. It produces 13 brake horse-power at 4,000 revolutions a minute. There is a four-speed gear-box with an overdrive ratio for top and this gives the little car a top speed of 55 miles an hour without straining the power plant.

The makers claim a normal petrol mileage of over 60 and they say that a figure of 50 m.p.g. is obtained even at a constant 50 m.p.h. I have had an opportunity of trying out the new Fiat 500—as the new model is called—in Italy. What impressed me most was its road-holding. The steering, too, is excellent, and the hydraulic brakes stood up very well to a severe test over a mountainous test route near Turin. The price of the new 500 in Italy is £280. In England it will probably cost round the £570 mark after 30 per cent. duty and 60 per cent. purchase tax have been paid. The new economy car looks rather like the Fiat 600, announced in 1955. This is a little four-seater with a rear-mounted 4-cylinder, water-cooled engine of 600 c.c. It has proved enormously successful, both in its original four-seater form and as a six-seater, when it is known as the Multipla.

The 500 is slightly shorter, narrower and lower than the 600 and has a rather shorter wheelbase. It has smaller wheels, of 12 ins. diameter, but the 500 gives a very comfortable ride. The 4½-gallon tank, the spare wheel and the tool kit are kept under the bonnet, leaving little or no room for luggage. But the Fiat people emphasise that this is a two-seater and that adequate luggage space is provided behind the two seats. Of light tubular construction, and upholstered with foam rubber supported by elastic bands, the seats are individually adjustable and are tilted to give access to the rear of the car, which has only two doors, hinged at the back, in a manner which most car manufacturers now try to avoid.

In launching the new 500 the Fiat Company are hoping to take a big bite out of the scooter market. Following intensive market research they think a little car like their new runabout, cheap to buy and inexpensive to run, will make a special appeal to the families who, up to now, have preferred to buy a new scooter to a secondhand car. In its design concept the new Fiat is reminiscent of the earlier 500 two-seater, first produced in 1936. This famous little car—many of which are still to be seen on the roads of Italy—was affectionately nicknamed by motorists the "Topolino" (Mickey Mouse).



ECONOMY IS THE KEYNOTE OF THE FIAT 500: The Italian car is seen from different angles. *On left*—An artist's drawing shows the engine of the 500. It is a rear-mounted air-cooled unit of only 479 c.c.

The new car has a full-width tail gate in addition to the four side doors. With four people on board it carries a 400-lb. load. Fold down the rear seat and there is plenty of room on a flat floor for goods up to a total weight of 700 lb. The wheelbase is 3 ins. longer but the car's overall length is slightly shorter. The 1,390-c.c. engine has a compression ratio of eight to one. It develops 51 brake horse-power at 4,600 r.p.m. Never has Britain offered a wider range of estate cars, the usefulness of which is being increasingly recognised in this country.

In their new Hillman Minx estate car the Rootes Group have combined good looks, useful carrying capacity and an impressive performance. This is a four-door model which replaces a two-door station wagon based on the old Minx. It costs £938 17s., including tax. In these days when all the leading car manufacturers seem to be quietly putting up their prices, it will surprise no one that this is an increase on the cost of the old Minx estate car. It is, in fact, £142 10s. more, tax included; and £144 more than the saloon model of the new Minx saloon.

How like the Duke of Edinburgh to start the annual meeting of the Automobile Association with a compliment to Sir William Lyons on the terrific Jaguar success at Le Mans. As soon as he took the chair in his capacity as President, the Duke observed that there was quite a lot going on in the world of motoring. Some of it was good for motorists, some not so good. "But I think we can all take pleasure," he said, "at the wonderful performance of the Jaguars at Le Mans."

At the Press luncheon which traditionally follows the A.A. annual meeting, the Duke again took the chair and he did not disappoint those who have come to expect from him at these gatherings some pungent comments on motoring problems. At previous luncheons he had called for greater co-ordination of effort by the various organisations concerned with road safety; criticised the dangerously inadequate rear lights of lorries and other vehicles; urged the need for more safety features in cars to reduce the risk of injury when collisions occur; emphasised the need for more off-street parking; and supported the view that Britain needs better roads.

This year he returned to the subject of roads and produced an interesting variation of the term "arterial sclerosis" to describe the deplorable congestion which often occurs on them. "As far as I can make out," said the Duke, "the vital arteries seem to suffer from thrombosis every Bank Holiday." He added that there seemed to be too many authorities involved in the construction and use of British roads. "It seems to be an absolute paradise for buck-passers," he said.

Lord Teynham, A.A. chairman, announced at the annual meeting that membership that morning stood at 1,950,000. Apart from fulfilling its vital role as the motorists' watchdog, he said, the A.A. had still further improved its services to members. For instance, the radio network had been extended, with the opening of radio centres in five new areas: Brighton, Leicester, Dublin, Belfast and Jersey. "Further extensions planned for this year will increase the area covered by the radio network to over 43,000 square miles." The free breakdown service—in which the Association's own radio-controlled fleet of service vehicles is playing a growing part—was used 281,000 times.

The British motor industry is booming. Weekly car production in May was 19,095. That was a record output rate. The previous best was 18,830 weekly in October 1955. Total car output for May was 76,378, compared with 60,771 in the previous month and only 55,594 in May last year. Even more encouraging is the fact that car exports in May were a record, too. They totalled 41,500 and brought in £15,000,000. The number of cars sold abroad thus exceeded by 2,000 the figure for the previous best export month (July 1954).

A ROYAL PRESIDENT: Prince Philip presides at the annual meeting of the A.A., whose membership on the day had reached 1,950,000. He referred to the "wonderful performance of the Jaguars at Le Mans."

The success of our car firms in the U.S. is particularly significant. They sold 8,000 cars there in May. That is almost as many as in the first five months of 1956. The total for the first five months of 1957 is an impressive one: 35,000.

This is the time of the year when we should, of course, be building and exporting large numbers of cars. It is the peak period. Germany, France and Italy are doing well, too. And the disturbing fact is that those countries are getting a bigger share than Britain of the increasing world demand for cars. This is certainly no time for complacency. But after the sharp lesson they received in the recent slump I think that neither the car chiefs nor the trades union leaders can be accused of this. Their biggest fight against a common commercial "enemy" will develop in the autumn, when, in spite of the industry's salutary efforts to iron out the peaks and valleys of seasonal buying in the retail car trade, sales will again fall away sharply.

If we are to hold our own against the mass production and vigorous salesmanship of foreign firms like Volkswagen, Opel, Renault, Simca and Fiat our managements and our workers must work together as a team, planning ahead as never before, studying market trends more carefully and tightening up after-sales service.

An interesting development in the world battle for the motorist's favour is the decision of General Motors to offer British Vauxhalls for sale in the U.S. for the first time. Similarly, cars built by Opel, their West German subsidiary, will also be made available in America. This policy change has caused a good deal of speculation, but it is probably due to a combination of two factors: a drop in sales in the U.S. of cars built by General Motors (whose best-seller is, of course, the Chevrolet); and an understandable desire to let their British and German companies have a share in the growing popularity in the U.S. of cars imported from Europe.

Criticism of Britain's inadequate roads has never been more vocal than it has been lately. Mr. Harold Watkinson, Minister of Transport, is being sniped at all along the line. He is very much on the defensive these days and not all his public utterances have been marked by supreme tact. The heaviest gun he fires these days in defence of Government policy is the claim that the roads are getting their full share of the money allocated for the nation's capital investment programme.

That is very much a matter of opinion. It is all a question of priorities and perspective. For it is obvious that the Government attaches less importance than their critics to the value of a modern road system in the national scheme of things. When will Government officials get it out of their heads that the needs of the pleasure motorist form a small part of the nation-wide agitation for better roads? Motorways are urgently needed by industry and commerce. The price at which we can offer our goods for sale in export markets in competition with the products of rival countries is largely governed by the cost in petrol, tyres, man-hours—yes, and accidents—of getting goods from the factory to the docks.

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The World of Books: By VERNON FANE

TRAILING CLOUDS OF GLORY

Memoirs of Infancy; Miss Jacobs Writes More About Herself; the Life of Havelock of Lucknow; Inside Red Tibet; Four New Novels

THERE is a convention that an autobiography should open with a discussion of antecedents and ancestors and pass on to a brief survey of childhood and school days before getting down to the real business of career, marriage and more career. In a highly original book, TILL SEVEN (Eyre and Spottiswoode. 18s.), Mr. Geoffrey Dennis has taken a line of his own, this is a collection of memories, interpreted at fifty years' distance, of the child that was the author up to his seventh year. The very first memory is of a high chair and, next, a prayer meeting somewhere on the sands, then some beautifully clear visual and sensual memories, for sight, sound and smell are all the friends of memory, of a childhood in Manchester. A charming book, unsentimental and wonderfully evocative.

Miss Naomi Jacobs, writer, actress, broadcaster, animal-lover and enthusiast for living, has written yet another volume of autobiography and anecdote, which she has called ME—YESTERDAY AND TO-DAY (Hutchinson. 16s.). Miss Jacobs, also widely known as " Mickie," has had what is often known as an interesting life and, being a friendly Yorkshire character, is perfectly ready to tell us about it, in this as in previous books. Her stories of the stage cover a very wide range and many of them are as funny as they are friendly. Miss Jacobs has lived for years beside an Italian lake but her heart—and her pen—appear to remain stubbornly in Yorkshire.

A NOVELIST IN HOSPITAL : Mr. Elliot Paul talks to the Press in hospital in Los Angeles, California. The sixty-six-year-old novelist was recovering from a heart attack. He said that he was hoping to bring out a new book in the autumn. It will be a study of American popular music. Mr. Paul is probably best known in Britain for his novel about Paris entitled *A Narrow Street*.

Two biographies are of subjects as greatly contrasted as can be imagined: the first, a study of a distinguished soldier and the second, a life of an actress in eighteenth-century Drury Lane. Mr. Leonard Cooper has written HAVELOCK 1795-1857 (Bodley Head. 18s.) as a tribute to the hero of the Indian Mutiny on the centenary of his death, but the book would be welcome in any year as a reappraisal of the quality of this gifted man to whom recognition came so late.

GAY WAS THE PIT (Reinhardt. 18s.) is Mr. Robert Gore-Browne's study of Anne Oldfield. She lived from 1683 to 1730, was an actress of exceptionally wide command, had a notoriously long list of lovers and is buried in Westminster Abbey near the monument of Congreve, whose most dazzling *Millamant* she had been. In her short life, of which thirty years were spent in the theatre, Anne Oldfield had played comedy and tragedy, had bewitched the beaux and won immense success. Her stage technique was admirable, her personal fascination tremendous. Many lines were written in her intention, including some waspish ones by Pope, and the author has chosen to take the title for this sympathetic biography from the verse: " *Gay was the Pit whenever she was gay. . . .*"

Mr. Frank B. Gilbreth, Jr. (he was co-author of that hilarious book *Cheaper by the Dozen*), has set out to write a history of Nantucket, the island that his parents and his multitudinous brothers and sisters have always loved and on whose present-day aspects he is well qualified to discourse. His book proves that research, in which he confesses he got all bogged down for several years, has made him quite proficient enough in Nantucket's early history, too. OF WHALES AND WOMEN (Heinemann. 13s. 6d.) consequently is interesting and informative. Being a typical product of Mr. Gilbreth, Jr., it is also very funny.

CANOEING DOWN THE RHONE (Chapman and Hall. 12s. 6d.), although a simple and sufficient title for the book it announces, is not the kind of title to excite great hopes in the breast of any but an ardent canoer. I would, therefore, like to go on record as saying that this brief, practical and extremely amusing book of Mr. John Wilson's has, for me, been one of the discoveries of the week. With his wife, two friends, two canoes, two tents and suitable equipment, including a large quantity of mint lumps, " of which," admits the author, " I am rather fond," the expedition set out from Lyons for the south and eventually and triumphantly reached the sea. This account of the journey and the full and sensible notes on routes, craft and other essentials make a real challenge to the lazier traveller.

THE LAST MONSOON (Robert Hale. 15s.) is a postscript on the last war. Mr. Oliver Moxon has written about a beleaguered fighter squadron in the Imphal Valley some time in 1944, and the action continues directly from that in his earlier book, *Bitter Monsoon*. In a brief but forcible introduction the author explains that, although the 3rd Tactical Air Force played a minor part to that of the 14th Army in this campaign, it was, nevertheless, crucial and is, so far, unsung. His book to a great extent remedies this and although the action has been telescoped for reasons of dramatic unity the effect of the story is both genuine and impressive.

PRISONER IN RED TIBET (Hutchinson. 18s.), by Mr. Sydney Wignall, tells of an incident during the 1955 Welsh Himalayan Expedition to West Nepal, in which the author, as leader, and Mr. John Harrop, as surveyor, were arrested by armed soldiers of the Chinese Peoples' Liberation Army and taken into Tibet for questioning as spies. In the Buddhist monastery, which was their first stop, they experienced kindness, but further on were imprisoned and, after two months of hard and filthy conditions, only released to be forced on a winter march into Nepal by the highest and most dangerous of the Himalayan passes. An extraordinary story of high courage and amazingly even spirits which, one should remember, happened only the other day.

The list of this week's novels begins with two American works, from the older and younger generation respectively. I hope it is not only middle-aged prejudice that makes me prefer the former. STOP OVER TOKYO (Collins. 12s. 6d.) is really an adventure story, but since it is by Mr. John P. Marquand it rates a little higher than that. Mr. Marquand writes about his Mr. Moto, who was the central character for some pre-war stories; a Japanese secret-service agent with a far from secret Japanese lack of charm. To his country in the post-war years comes a young and efficient American agent and the plot is concerned with their machinations and with the evolutions of a beautiful young American spy-girl. In this story Mr. Marquand provides very good local colour and some excitement, and conveys the rather schizophrenic impression of Japan and Communism described in New England terms.

CHOCOLATES FOR BREAKFAST (Longmans. 12s. 6d.) is the work of Miss Pamela Moore who wrote it when she was just eighteen and still at college. Next to the work of the little French girl who has written about mad clowns, cruelty and perversion before entering the soothing confines of an English boarding school, this is the most startling piece of fiction to come along this summer. Miss Moore is concerned with a couple of teen-age girls who are already over-familiar with sex, drink and sordid quarrels and who, world weary as they are, try to find some kind of peace. How one does miss Daisy Ashford !

101 NIGHTS (Cassell. 15s.) is a war novel by Mr. Ray Ollis, an Australian writer who served with the R.A.A.F. and writes with a good deal of experience about a bomber squadron operating from England on raids over Germany. Much of this is as factual as it is thrilling.

STRANGER TO THE SHORE (Angus and Robertson. 13s. 6d.), by Mr. Kenneth Dodson, is another war story, this time of an American sailor whose German parentage has made him something of a misfit in the new country but who gives it all his loyalty. He is carpenter in a merchant ship taking iron ore from Chile to San Francisco as the tale begins. By the time it closes, he has been through at least one terrific sea action and found love and the promise of peace. Virile stuff and, again, written with the competence of technical experience.

BRILLIANT ENGINEER

A Biography of Brunel the Younger

There were two great Brunels in the world of engineering, the father, Sir Marc Isambard Brunel (1769-1849), the Norman Royalist who found favour in the New World before creating the machine-shops of Portsmouth Dockyard, and the son, Isambard Kingdom Brunel (1806-59), whose name and fame belong to the age of the first big steamships upon the North Atlantic. Both men have had their biographers, who have already done justice to their remarkable abilities. Mr. L. T. C. Rolt has, however, added to the tributes with his new life of ISAMBARD KINGDOM BRUNEL (Longmans. 25s.). He shows us a remarkable personality, who was much more than a brilliant engineer. Brunel, the younger, was an artist, a visionary, and a man with a strangely magnetic personality which distinguished him even in an age of powerful individuals. It must not be thought that this is essentially a psychological study, it is a bold appraisal of an extraordinary life, written by an engineer who understands exactly what the qualities were that went to the making of the nineteenth-century world of brave and ruthless expansion.

Chile's available crop land is extraordinarily limited, the amount devoted to cereals and other food crops being estimated at no more than 4 per cent. of the total area of the whole country. The major portion of this is only cultivable by reason of intensive irrigation, which was practised in certain areas of Northern Chile even in prehistoric times. Mrs. E. B. Herivel in her book, WE FARMED A DESERT (Faber and Faber. 20s.), describes Chile as " a long, thin shelf of earth balanced precariously between the Andes and the Pacific Ocean." The glorious central and southern provinces, the lake district, are a tourist paradise, but the north is the poor relation, and it was there in the fertile but water-hungry valley of the Upper Huasco that the Herivels began their farming adventure. Mrs. Herivel's record of life up on the farm in Northern Chile is delightfully written, being based upon a close observance of all she saw and encountered in this strange and rugged land of many contrasts.

Two other books which take us to the remote places of the earth are Syd Kyle-Little's WHISPERING WIND (Hutchinson. 18s.) and H. S. M. Kemp's NORTHERN TRADER (Jarrolds. 16s.). Mr. Kyle-Little describes his experiences as a patrol officer in Arnhem Land, in Northern Australia, living a primitive life among some of the world's most primitive people. Mr. Kemp, who left England at the age of fifteen in the early years of this century to take up the life of a trapper and a fur trader in Canada's northern wilds, has an extraordinary tale to tell of a way of life which is rapidly changing with the advent of modern transport. He came to know the Crees and the Chipewyan Indians well and learnt to speak their languages with some fluency. Their sociability makes them born visitors, says Mr. Kemp, and they will often go a hundred miles or more to bring themselves up to date on the gossip of the day.

Eugene Henderson ranks to-day as one of Britain's leading boxing referees; he has spent half a lifetime in the game and has met most of the " top-liners." What are his reactions to this sport which has been so utterly condemned by at least one famous woman politician in this country and has been so ruthlessly exposed by the men of Hollywood, who are seemingly happy to expose anything if it will bring in the dollars ? Mr. Henderson remains still an optimist about boxing. He thinks it a great sport, and most of his experiences have brought him pleasure if not overmuch profit; for referees are not exactly well rewarded in these islands. In BOX ON (Stanley Paul. 15s.) Mr. Henderson has written a first-rate autobiography, but, personal though it is, the author inevitably focusses on the great, the near-great and the lesser-known boxers whom he has handled in the ring. *Box On* is good value for many reasons, not least because it puts the sport of boxing in very fair perspective.

The low-level strike against shipping by torpedo-carrying aircraft was a spectacular tactical weapon of the Second World War. Ralph Barker tells the story of R.A.F. exploits in this " field " in THE SHIP BUSTERS (Chatto and Windus. 16s.). Of special interest is his account of the attack on the German warship *Prinz Eugen*. She survived these sorties, escaping safely into Kiel, but from the ill-co-ordinated battle was the germ from which grew the massive attacks of the strike wings of the later days of the war, when the R.A.F. built up such a splendid record of sustained aggression. In his latest book Mr. Barker makes a really important contribution to the Air-Sea history of the last war.

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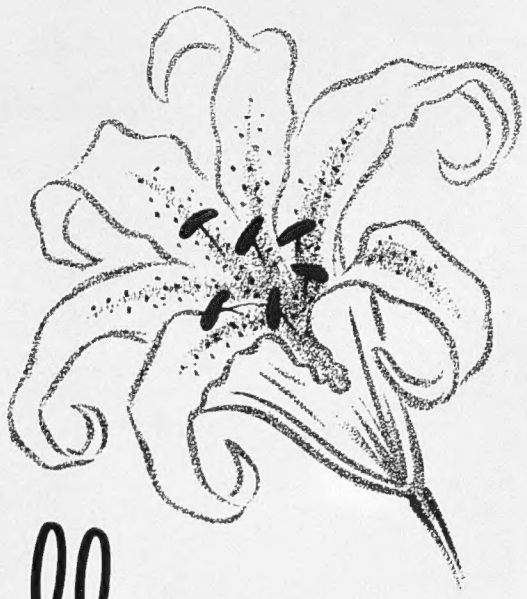

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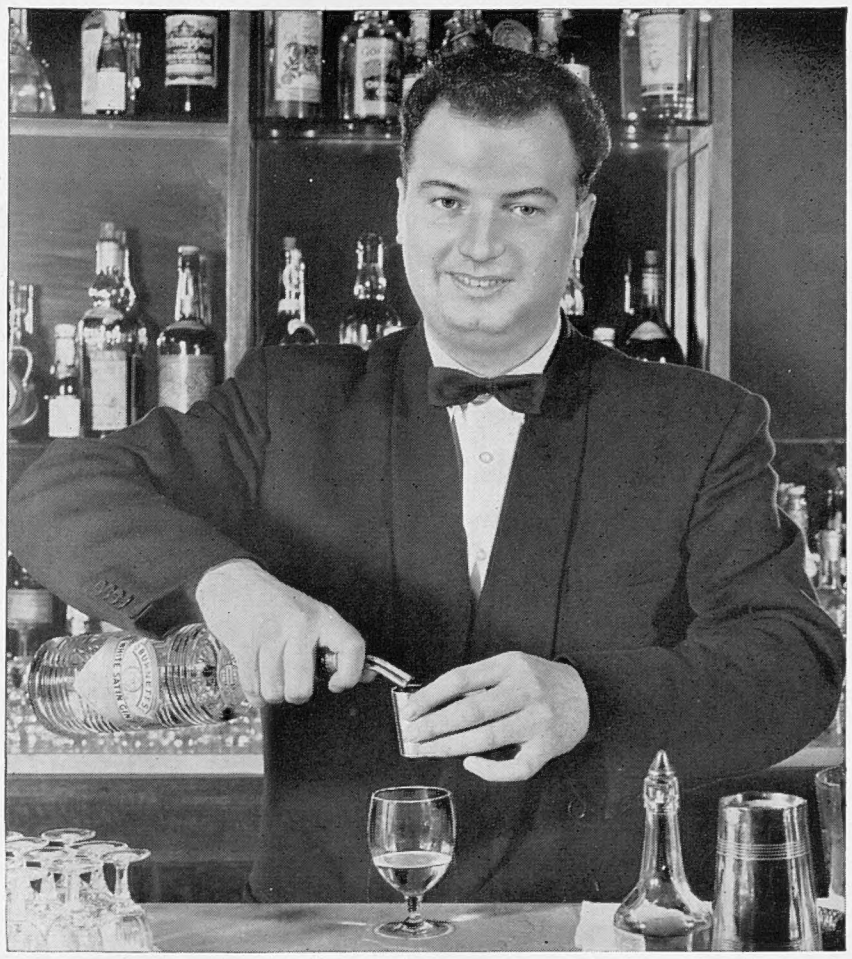

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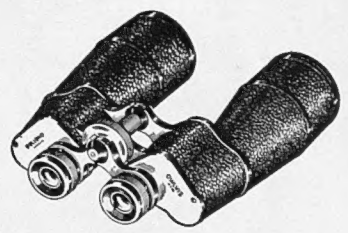

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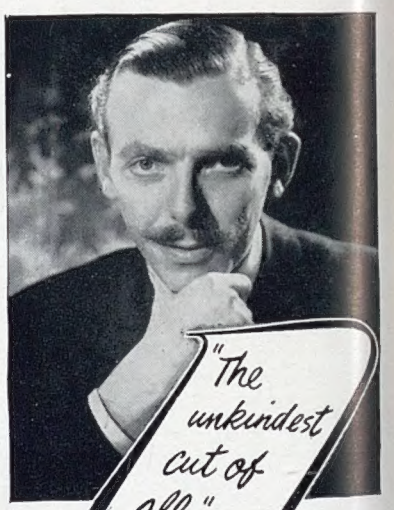

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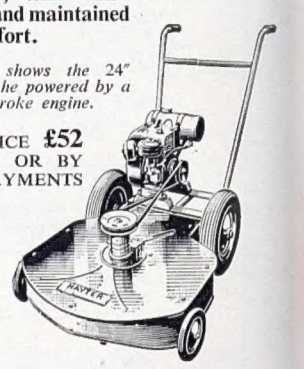

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